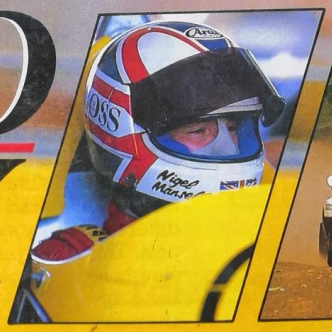
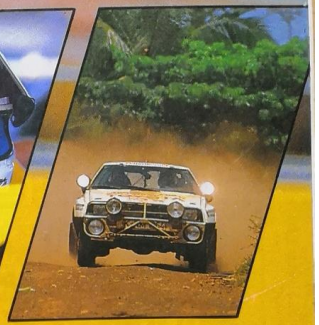
GRAND PRIX
INTERNATIONAL





PROFILE
Nigel Mansell

FORMULA ONE
Adelaide

RALLYING
Ivory Coast, RAC

1985 WORLD SERIES RESULTS

1484 - 99 - 20 F

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CONTENTS

GRAND PRIX INTERNATIONAL No 99 DECEMBER 1985/JANUARY 1986
COVER PHOTOS : DPPI

PAGE 4

PADDOCKS

Bernie's near-to-definite Brabham line-up for next season. The Renault saga continued. BMW/Benetton/Pirelli deal. Arrows on BMW power for the third year running. This and much more in Paddocks.

PAGE 12

INSIGHTS

Ever wondered how F1's photographers made the grade? Nevin Hickmet obtained some invaluable advice for would-be pros.

PAGE 14

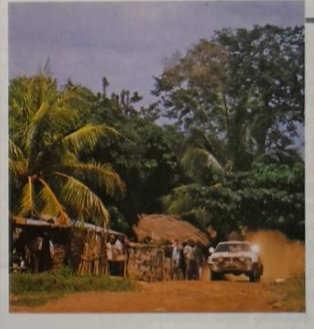
GRAFFITI

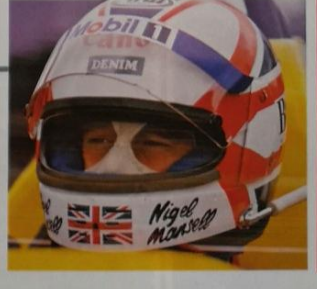
Graffiti takes you through Adelaide's Hilton Hotel doors and lets you in on what the F1 guys got up to before and after the Australian GP.

PAGE 16

PROFILE

GPI's Mike Doodson spoke to Nigel Mansell and found out how the Isle of Man dweller takes his motor racing and his life. A physical fitness freak, Nigel rates as being one of the least pretentious drivers. And one of the most strong-willed.





PAGE 24

FORMULA ONE

Adelaide staged a multi-chromatic closing round to the 1985 season. Rival circuit organisers have got some hard work ahead of themselves if they want to reproduce that kind of overall standard. And the racing was excellent.

PAGE 58

RALLYING

Only the regulations decided the winner at the 17th Ivory Coast. And hot off the press, the results of the tough RAC.

PAGE 83

POWERBOATS

A selection of this season's best shots of the men and their mounts on the water.

PAGE 92

POST BAG

Your views and comments.

You will find the GPI subscription coupon on page 92.

The next issue of GPI (No 100) will be available at your newsagent at the end of January.

Grand Prix International on sale every month

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In this issue: a PRO-85 insert. PRO-85 s.a., Dominique Schwarts, B-Brussels. Tel (2) 648 5076.

TOPICS

A serious disagreement arose in the Canon Williams Honda F1 team as a result of the South African GP. Certain team members (are you listening, Nigel?) welched on a promise to shave off their moustaches if the team scored two consecutive victories. As a protest, everyone else on the team is now growing a moustache...

The only casualty we heard about at the Australian GP was the race goer who climbed a gum tree after a night on the town and went to sleep. He was rudely woken when a RAAF F18 jet fighter did an earth shattering subsonic "pass" of the circuit on Sunday morning. We're happy to report that he literally fell out of his tree, only to have his fall broken by another drunk, who was asleep on the ground below.

Adding a touch of class to the Marlboro catering arrangements at Adelaide were Sally and Penny, the two English girls who normally look after the giant Philip Morris travelling hospitality unit. "A great place," they commented: "there's no washing up because the Oz guests all drink straight out of the can."

An interested visitor at Adelaide was Brands Hatch organiser John Webb, who was full of admiration for the Australian achievement. "They are very lucky to have their government backing them, of course," he commented slightly enviously. Any criticisms? "They should definitely have been selling seats for next year's Grand Prix at this year's race," he said, adding that tickets for the 1986 British GP at Brands Hatch on July 13 are already doing brisk business.

The Renault-Elf team was only able to race at Adelaide due to the financial intervention of the Thomson electronics company which makes the on-board TV camera used so effectively on Tambay's car. In order to save money en route to their last-ever GP, the team's mechanics were driven from Paris to catch the FOCA charter at Heathrow by team manager Jean Sage. They'd all been ten hours in a mini-bus before they even stepped aboard the 27 hour flight down under...

THIRD YEAR FOR ARROWS-BMW?

BMW's decision to supply Benetton with F1 engines in 1986 may not, after all, leave Arrows without BMW power. Inside sources in Munich suggest that in spite of his reluctance to take on more than two Grand Prix teams, BMW Motorsport chief Wolfgang-Peter Flohr is prepared to supply Arrows in order to maintain a link with a Goodyear-equipped team.

Earlier this year, Arrows boss Jack Oliver suggested that he had already reached a firm agreement to continue his engine deal with BMW into a third season. Flohr, however, said that negotiations, believed to involve a substantial price hike, were continuing. *"At this moment, Mr Oliver is talking with Barclay and his other sponsors,"* he said. *"We are not yet ready to make any announcement about our plans for a third team in 1986."*

BMW officials believe that it would be possible to keep six cars supplied with reliable, competitive engines. This, of course, has not been the experience of Renault in the recent past.

We believe, however, that BMW would be happy to have a reliable driver such as Marc Surer in the second Brabham next year. The BMW management is known to favour German-speaking drivers, and Surer's excellent performance at Adelaide did not go unnoticed.

MARTINI'S PROGRESS

Overheard chatting together at the Australian Grand Prix were Pierluigi Martini and Minardi engineer Giancarlo Caliri. *"I was behind Rosberg this morning,"* blue-eyed Martini explained eagerly, *"and I now understand why his times are so low — he uses all the kerbs!"*

"You can use them too," his engineer replied. *"But, we also want you to bring the car back in one piece..."*

RALLYESPORT CALENDAR 1986

World renowned Rally photographer Richard Klein is publishing his yearly calendar featuring the season's best shots. If you are a rallying enthusiast and would like to obtain a copy write to: Richard Klein, Hauptstr. 353, D-5000 Köln 90 (Germany).

LIGIER: ALFA OR RENAULT?

Just in case he is unable to persuade Renault to continue supplying his team with engines, Guy Ligier has opened negotiations with Alfa Romeo. Ligier team manager Gérard Larrousse has already been shown one of the Alfa 4-cylinder engines which was designed last year under the supervision of former Alfa engineer Gianni Tonti, before his departure to the Lancia endurance team.

"It's impressively small and obviously very light," Larrousse is reported to have told colleagues, *"but there is no way to tell how effective it will be until it has been tested with a full electronic management system."* It is understood that a Bosch engine management system suitable for the new Alfa engine is close to completion and will be made available to Alfa Romeo within a few weeks.

In spite of its mounting commercial losses, Alfa Romeo may be prepared to supply Ligier with the new engine free of charge. A final decision on the matter was due to have been made at a meeting of the Alfa Romeo board of directors on November 15.

Meanwhile, Renault management has the embarrassing task of sorting out the confusion left behind following the departure of Gérard Toth, its unpopular and short-lived Competitions Director. After reports of his erratic behaviour at certain post-race celebrations had reached the ears of his superiors, Toth asked to be released from his responsibilities at Renault Sport at the end of October. He has since left the company altogether.

Reports from France suggest that although Toth gave an undertaking to Lotus's Peter Warr that only two Grand Prix teams (Lotus and Tyrrell) would have Renault engines in 1986, he also gave a written undertaking to Guy Ligier that engines would be available to him. Even before the unexpected 2-3 Ligier-Renault result at Adelaide, the Régie was being heavily criticised by the French media, which finds it difficult to accept the fact that a French company should have preferred two British teams over Ligier.

Lawyers appointed by Renault have begun studying the terms of the deal with Lotus. Initial reports suggest that loopholes have already been found...

BENETTON F1 CARS WITH BMW ENGINES

Ending months of uncertainty, Luciano Benetton announced in Adelaide that his family's international knitwear company had stepped in to secure the future of the British Toleman F1 team. Toleman designer Rory Byrne is already working on a new chassis to take the 4-cylinder BMW engines which his car will be using in 1986, and Teo Fabi has been re-signed as number 1 driver.

Mr Benetton confirmed that his company had dropped its "sponsorship by results" deal with Alfa Romeo and exercised its option to purchase the share capital of Toleman Group Motorsport Ltd. *"From January 1, the team will become 100 per cent Benetton and the Toleman name will be dropped,"* he said. *"However, we will still be based in Witney and the management will remain as before."*

Team founder Ted Toleman and present managing director Alex Hawkridge, who between them have invested so much cash and effort since 1981 into establishing the team virtually from nothing, will therefore step down. The new MD will be Benetton nominee David Paolini, while Rory Byrne and team manager Peter Collins have signed long-term contracts with the new owner.

Paolini did not deny reports that Benetton had discussed the possibility of using the still secret Alfa Romeo 4-cylinder engine. *"But we decided to go with BMW because we want to see positive results next year,"* he said. *"Benetton has already invested a lot of money in Formula 1: we felt that we could not afford a year of transition with a new and untested engine."*

Wolfgang-Peter Flohr of BMW Motorsport said that Benetton would be paying for its engines, which would be maintained through Heini Mader's business in Switzerland. There was provision under the agreement with BMW for Benetton to receive bonuses for any race successes that might come their way. Flohr admitted that there was an element of risk in having two teams — Brabham and Benetton — running on Pirelli tyres. *"With Toleman, this risk is easily compensated by the abilities of Rory Byrne,"* he added.

No mention was made of who will drive the second Benetton-BMW in 1986. However, it is speculated that BMW will be anxious to see a German-speaking driver take the place, and the current candidates must therefore be Gerhard Berger or Marc Surer, possibly even Christian Danner.

SENNA ON THE WATER

A number of drivers took a few days' holiday between Kyalami and Adelaide to soak up the sun. Brazil's Ayrton Senna went to Mauritius to get in some barefoot water ski-ing and play with his radio-controlled plane. His latest hobby. *"I haven't quite mastered the technique yet, but it's more exciting than going around a golf course like many of the other drivers. Not only that, the equipment isn't as heavy to lug around."*

FAREWELL TO A CHAMPION

There was a heart-warming welcome at Adelaide for Niki Lauda in his 171st, and last, world championship Grand Prix appearance. Somewhat ironically, the sophisticated McLaren technology that helped Niki to win his third world championship last year let him down in Australia. No sooner had he taken the lead in the race than his carbonfibre brakes faded away under the punishment of a new and very tough circuit, forcing him into a suspension-bending encounter with a wall.

Niki's well-publicised distaste for records and statistics should not inhibit us from setting down some of his achievements. In thirteen seasons of world championship racing, this 36 year old Austrian has won 25 Grands Prix and won three world drivers' titles. While age and experience were later to take the edge off Niki's qualifying performances, let us not forget that twice in his career (1974/75) he set the record number of pole positions (nine) to be won in the course of one season.

The Austrian's gruffly-expressed honesty regularly made him unpopular. It is worth remembering that he was booed and insulted by fans at the old Nürburgring before the 1976 German Grand Prix. In spite of his apprehensions, he took part in that race, only to be cruelly injured in the accident that ensued. As was so often the case, Lauda was proved right about the perils of the 'Ring, and the scars on his face are a constant reminder of that fact. In later years he stood up for principles that he believed to be right, and his own moral stature gave strength to the cause of his fellow drivers.

Perhaps Niki's greatest feat was the one which he achieved ten years ago, at Ferrari. Until 1975, the Italian team had gone eleven years without a world championship to its credit, yet he turned Maranello's fortunes around almost single-handed by winning the 1975 and 1977 world drivers' championships. Little wonder that last year Renault and, more recently, Brabham, should have asked him to do something similar for them. After he'd walked back to the McLaren pits following his accident at Adelaide, Niki was asked if he was terribly disappointed at losing his last Grand Prix. He grinned and said No. "Dammit," he said, "if I'd won this one, I might have been tempted to change my mind again about retiring."

Well, Champion, we wouldn't want to change your mind for you. But we who remain will certainly miss you.

AUF WIEDERSEHEN NIKI!

At the ripe old age of thirty six Niki Lauda is retiring from Formula One. The Austrian Triple World Champion took part in his 171st and last World Championship race at the Australian Grand Prix held in Adelaide on November 3, 1985. He is waltzing out of motor racing with a remarkable record of 25 wins under his belt and a cheeky wink for Lady Luck...

Niki Lauda belongs to the exclusive class of mega champions alongside the great names of Clark, Stewart and Fangio. It is an exclusive class reserved for the kind of people who have pushed back the limits of their art, a class for those exceptionally talented people who at a point in their careers found themselves without any worthy opposition — if not themselves.

Lauda was given the nick-name of "The Computer". But he was anything but inhuman. Niki Lauda's career evolved in fits of passion, sheer determination and constant self-analysis. Four years after joining the ranks of top international motor sport (at the 1971 Austrian Grand Prix), he clinched the World Championship Title at the wheel of a Ferrari. Only weeks after his horrific accident at the Nürburgring, in 1976, he was back in racing, his motivation intact. The year after, he became World Champion for the second time with Ferrari. He'd already become a living legend when he announced his retirement from F1 in 1979.

Lauda took to business. His second passion in life was flying planes. He had created his own airline company but, unfortunately, it was dying on its feet and Niki Lauda decided to return to motor racing at the end of 1981. He missed the racing, too. He firmly believed that his determination and skills would put him back where he was before — at the top. Sceptics were plentiful. The opposition from the new up and coming drivers — Villeneuve, Piquet and Prost — was fierce. Niki, though, was convinced he could pull it off. And he did. He scored a win at Long Beach and then at Brands Hatch and obtained a fifth place in the World Championship classification. Then, again with his McLaren (the Cosworth engine had been replaced by the TAG Porsche during 1983), he took his third World Championship crown in 1984...

Who would have believed it!

Niki's hopes for 1985 were to equal and perhaps beat Jackie Stewart's record of 27 Grands Prix wins. He did better than Fangio and equalled Jim Clark's record when he won the Dutch Grand Prix. He did not race at the Belgian and European Grands Prix and made his final bid during the closing rounds staged at Kyalami and Adelaide. Niki Lauda is leaving. Bravo, Niki, you're a real champ...

Born February 22, 1949, in Vienna (Austria)
Grands Prix: 171
Pole Positions: 24
Victories: 25

F1 CAREER
1971: March Ford
Grand Prix: 1
1972: March Ford
Grands Prix: 12
1973: BRM
Grands Prix: 14
World Championship Placing: 17th, 2 points
1974: Ferrari
Grands Prix: 15
World Championship Placing: 4th, 38 points
1975: Ferrari
Grands Prix: 14
World Championship Placing: 1st, 64,5 points
1976: Ferrari
Grands Prix: 14
World Championship Placing: 2nd, 68 points
1977: Ferrari
Grands Prix: 14
World Championship Placing: 1st, 72 points
1978: Brabham Alfa Romeo
Grands Prix: 16
World Championship Placing: 4th, 44 points
1979: Brabham Alfa Romeo
Grands Prix: 13
World Championship Placing: 14th, 4 points
1982: McLaren Ford
Grands Prix: 14
World Championship Placing: 5th, 30 points
1983: McLaren Ford
Grands Prix: 15
McLaren-TAG Porsche Turbo
Grands Prix: 4
World Championship Placing: 10th, 12 points
1984: McLaren TAG Porsche Turbo
Grands Prix: 16
World Championship Placing: 1st, 72 points
1985: McLaren-TAG Porsche Turbo
Grands Prix: 14
World Championship Placing: 10th, 14 points

AVIA - LA CHATRE F3 DRIVING SCHOOL

The only one of its kind in Europe, the Avia-La Châtre race driving school offers would-be drivers the chance of winning a full season in F3. The lucky candidate for 1986 is 21 year-old Herve Guignard, a student from France. Every year, over 300 "pupils" come to La Châtre from Belgium, Switzerland, France, Canada and England to take part in the school's F3 race driving course which came into being six years ago.

For further information, please contact: Ecole de pilotage Avia-La Châtre, 36400 La Châtre Tel: (54) 48 05 97.

JIM RUSSELL TO DONINGTON

The Jim Russell International Racing Drivers school has just successfully completed negociations with Tom Wheatcroft and Graeme Peake to operate its courses from Donington Circuit as from the New Year.

Pupils are now offered the chance of learning and racing on three British circuits — Oulton Park (Cheshire), Snetterton (Norfolk) and Donington, which certainly rate as the country's most demanding and technical tracks.

Whilst the Snetterton School continues to offer their long-established 8-day courses for British and overseas pupils (in 1985 no less than 24 different nationalities attended!), both Donington and Oulton will be offering all their training, lapping and races spread over a period of weeks. A popular method with those unable to free themselves for a continuous 8-day period.

Jim Russell's school will be celebrating its 29th anniversary in 1986. Successful graduates include eight Grand Prix drivers, headed by double World Champion, Emerson Fittipaldi, Triple Le Mans winner and 1985 WEC Champion, Derek Bell, and the 1985 Indianapolis winner, Danny Sullivan.

Norman Greenway will be pleased to supply you with further information. Write to him at Jim Russell International Racing Drivers School Ltd, Snetterton Circuit, Norwich, NR16 2JX (GB) or ring for details on (095387) 451. Telex 817459.

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BERNIE'S DRIVERS DECIDED

In spite of objections from Olivetti and BMW, the two Brabham drivers for 1986 will be Italian. Elio de Angelis has been recruited to the Chessington team after six years at Lotus, while Riccardo Patrese re-joins after two spectacularly unsuccessful seasons with the recently disbanded Euroracing Alfa Romeo operation.

As reported in last month's GPI, Brabham owner Bernie Ecclestone made a rare error of judgement by letting Nelson Piquet go to Williams for 1986. A delighted Frank Williams, who seriously tempted to "unretire" himself for the second time in order to re-join Brabham for 1986 at a fee believed to be $5.5 million. *"Unfortunately, the timing was wrong,"* Niki told GPI in Australia. *"I have other things that I want to do with my life, and my mind is already fixed on those."*

Although no firm announcement had been made about drivers when this issue of GPI went to press, we are confident that Elio de Angelis will lead the team next year. The 27 year old Italian, veteran of 104 Grands Prix and two victories, has been given the approval of sponsor Olivetti, tyre maker Pirelli and engine supplier BMW.

Patrese, who won two GPs with Brabham in 1982 and 1983, is less popular. Olivetti would prefer to have a non-Italian in the second car, and BMW have painful memories of engines that failed mysteriously when the 31 year old Genoese pushed them a little too hard when he was at Brabham last time.

At Adelaide, Ecclestone was busily asking celebrity spectators, like George Harrison and Barry Sheene, which drivers he should choose for 1986. GPI suggested that he should follow his own advice and pick a "graduate" from the category that he himself had invented, Formula 3000. When we nominated New Zealander Mike Thackwell, Mr Ecclestone screwed up his nose and went off to have another think.

is visibly thrilled to have got Piquet as the replacement for Keke Rosberg, believes that Ecclestone misunderstood the ability or willingness of his sponsors to pay the more than $3 million which Piquet was asking to make the move. Only one week after the final GP of the year at Adelaide, Piquet was already testing one of the Williams-Honda cars which won the three end-of-season GPs.

There are exciting plans at Brabham, where designer Gordon Murray is putting the finishing touches to a swoopy-looking new BMW-engined BT55 in readiness for next year. It is known to have a "lie-down" engine to reduce the frontal area, and it is also believed to have an all-new transverse gearbox designed in conjunction with American experts Pete and Michele Weismann.

The prospects for the BT55 look so good that Niki Lauda was

TYRRELL'S TROUBLES

Ken Tyrrell's valiant team encountered one problem after another during the last three-day GP period of the season. It all started during Thursday's preliminary testing session when "Big Ken's" latest recruit, Ivan Capelli, slid off the road and crashed straight into a concrete wall that happened to be in his path, causing serious damage to the rear right half shaft of the blue car. Miraculously, the chassis remained intact. Only minutes later, Martin Brundle's car suddenly caught fire whilst on the track, presumably because of a short circuit or fuel leak. Damage was less serious, however, than on his Italian team mate's car. It took the mechanics a considerable amount of hard labouring to get car No 4 back on the track which meant that Capelli only managed to put in a total of three laps during Friday's first official practice session.

During the afternoon's qualifying session, Brundle was flat out down the straight on his flying lap when, *"Just as I was about to brake for the chicane, a car came out of the pit lane. I was with two other cars and I was convinced that it wouldn't come out as there's obviously not enough room there for four cars at the same time. But it did! and cut straight in front of me. The only thing I could do to avoid a collision was to go off the track and brake in the dirt."*

The Tyrrell spun off and gave the concrete wall a tremendously hard thump with the gearbox, also damaging the transmission. Brundle's aggressor was identified — Nelson Piquet.

Ken Tyrrell had the T car stripped in order to get one car on the starting grid, which meant that Ivan Capelli was requested to wait on the side line. Finally, thanks to Tyrrell's persevering mechanics, Capelli was able to start the race. And he clinched three points, the first of his brief career with the British team.

WILLIAMS FANS

The Williams Supporters Club operates from 27, Sprules Road, Brockley, London SE4 2NL (Tel 01 639 2887) and is extremely efficiently presided over by Norman Callow. Members receive magazines/newsletters featuring race reports from the Williams point of view and other articles about the Williams team and factory.

The club also organises tours for members during the winter, for example the Donington Museum trip from November 30-December 1, 1985. And visits of the Williams factory may be arranged at the discretion of Williams Grand Prix Engineering Ltd.

Prospective members should enclose a stamped addressed envelope for Mr Callow who will be pleased to supply further information concerning the advantages of joining the Williams Supporters Club which are too numerous (!) for us to go into here.

FOLLOW THE LEADER

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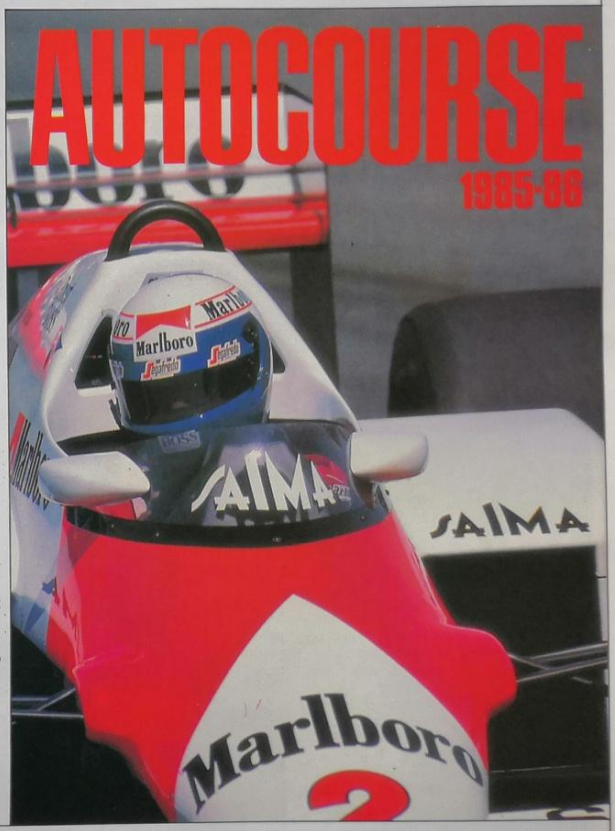

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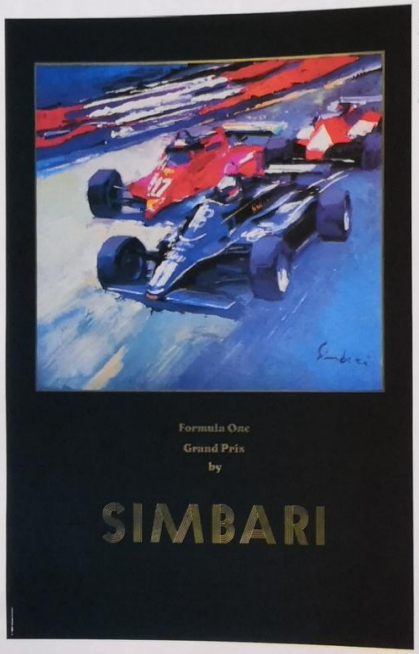
NICOLA SIMBARI

GRAND PRIX PAINTER WITH AN INTERNATIONAL REPUTATION



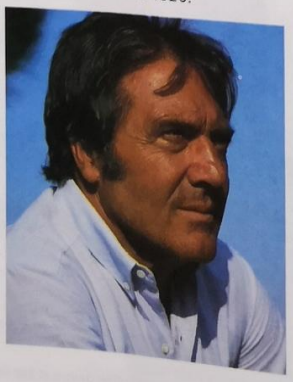
Long regarded as one of Italy's most distinguished living painters, Nicola Simbari has recently turned his attention to Grand Prix racing. The result is an outstanding series of oil paintings known as the Formula One Collection.

The paintings were first exhibited during the Monte Carlo Grand Prix where, as so often during the Artist's career, they attracted widespread praise. The sheer vigour of his style, the unerring sense of colour and his formidable technique appealed to everyone from art critics to Grand Prix drivers and enthusiasts.

Here, for the first time they felt, was an artist capable of capturing all the skills and excitement of the track. In response to many requests the Artist has agreed to produce large fine art posters of two paintings from the series, 'Piquet' and 'Last Lap'.

Each poster measures 38" x 26" with an image size of 19½" x 22" and is printed on a very high quality paper known as Ikonorex Special Matt. And to preserve their investment potential, each edition will be limited to 500 posters.

The price of each poster is £75 including VAT and delivery within the UK. For further details, including overseas purchases, please contact Formula One, 1 Langley Lane, London SW8 1TH. Telephone: 01-582 9990. Telex: 8814820.



© 1982 Nicola Simbari Advertisement Feature

by Nevin Hickmet

For this month's Insights we thought we'd let you meet some of the men who capture F1 on film. We spoke to five photographers of varying experience in this ultra-competitive realm where sharp reflexes, a pair of (very) strong shoulders and a tensile strength of character, together with an indefatigable index finger, are some of the ingredients which have contributed to their success.

Jad

Jad Sherif (28)
International Press Agency
3 rue Tschumi
1201 Geneva

An up and coming young man. Is the only photographer to duck when he sees an Italian raise a beer can either on or off the circuit. Once mistaken for a cat in Brazil...

Debuts: "I studied photography at college in London for three years. When I left, I phoned Autosport editor Quentin Spurring to see if they needed anyone. He suggested that journalist Jeff Hutchinson might be looking for an assistant. I went to see Jeff (who lives about forty minutes away from where I am based in Geneva) with my portefolio, "*Why not?*," he said. *You can start in the dark room...*" A couple of years later I started doing the photos at the F1 circuits and I still work in collaboration with him."

Advice: "Start in a lower formula like F Ford meetings or perhaps as an assistant for an already established photographer. It's much harder to get in now than say five or six years ago."

Basics: "A good Canon F1 with a motor-drive, a 400 or 500 mm lens, a standard or wide angle lens for pit walkabouts. That's the basic equipment you can start working with."

His equipment: Two Canon camera bodies with motor-drives, a wide angle zoom (20-35 mm), 50, 100, 200, 300 and 500 mm lenses. Shoots 20-30 rolls of b&w and the same in colour per GP weekend.

Does not like: "The crowds at Monza who throw things at the photographers! In Italy it's a custom that if you get in their way they'll start shouting and throw beer cans or whatever they can lay their hands on at you."

Does like: "The British crowds are fantastic! They ask you *kindly* to move. They are definitely the most knowledgeable and enthusiastic spectators in the world. British GPs are also the best organised. F1 appears very glamourous from the outside but once you've met the drivers and the teams, it loses its shine. It's hard work, it's tiring but you also get a lot of enjoyment out of it."

John

John Townsend (34) Formula One Pictures
81 Farm Road
Winchmore Hill
London
N21 3HR

Sports a brushy moustache, squeals when he laughs (at his own jokes). Extremely likeable. Difficult to spot since his "sponsored fight the flab" diet, the proceeds of which will be donated to charity once all the famous names in F1 have coughed up.

Debuts: "I used to be an electrician and I had my own company. After five years I got bored with it. Photography was only a hobby at the time and I would go to Silverstone or Brands Hatch nearly every weekend. Then I started going abroad to Monaco, Holland, etc. Gradually I started taking pictures from the other side of the fence, getting in where I could. Eventually, my work started getting published and here I am today a veteran of over 70 GPs since 1980! I am a free lance photographer and I have my own agency. Now that I am "established", I get commissioned. For example, I work for Motor magazine on a permanent basis. I follow every GP for them. I also free lance to other magazines in every country in Europe, the US, Japan, South Africa and Australia."

Advice: "Don't! There are already too many of us doing it! (chuckle, chuckle, squeal, squeal). One has to try and do something different to catch the editor's eye — or become another Bernard Asset (!)."

Basics: "A 35 mm camera you can change the lenses on — I've always had Nikons. Don't try and do too much, just try and do what you can with the equipment you have. As the pennies come in, you invest and your pictures get better."

His equipment: Three Nikon F3s with motor-drives ("I keep one-body as a spare in the boot of my car"), lenses range from 16 mm (fisheye) to 600 mm (long telephoto). Takes different lenses according to the circuit — "In Monaco you're very close to the cars, so you can use short lenses whereas at the Nurburgring or Silverstone, for example, you work with the 600 mm all the time."

Jeff

Jeff Bloxham (32)
Autosport
18 Elm Road
Warlingham
Surrey CR3 9NB

Hyper-active, a quick but articulate talker. One of the few photographers to point his lens skywards. Has developed the characteristic photographer's stoop - left shoulder also lower than the right one.

Debuts: "My father bought me a small camera just after our house was burgled in 1968 and I went on to discover how to process and print my own pictures. I used to go to Brands Hatch every weekend for Club Racing. Once I showed a driver a photo I'd taken of him colliding with another car and he said, "How much do you want for it?". I heard the tinkle of cash registers and said "10p!". That was when I decided I could make money out of a hobby I enjoyed immensely. Being a photographer sure as hell beats spending five days a week in the office! In 1977, I got a full time job with Autosport, where I've been these seven or eight years as a staff man."

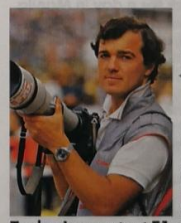
Advice: "It's much harder now than when I began (sob, sob). A lot of fences have sprung up and there are very few corners where you can get a clear view of the track. There's no easy way in. It's a matter of putting your money where your mouth is and buying equipment — which you can never justify until you are able to sell the photographs."

Basics: "Preferably two camera bodies but you can get by with one, two or three lenses, a wide angle and a standard lens. A 300 mm is OK to start with and a small 80-100 zoom. That's the absolute minimum."

His equipment: Two Nikons with motor-drives, a 16 mm fisheye, 25 wide angle, 50 mm 80-100 zoom, 400 6-length telephoto, 1.4 converter, 50-60 rolls of film, a changing bag for emergencies, a light meter — "and a stoop! If I bought my camera bag new tomorrow, it would probably cost £4-5,000."

Work: "I don't shoot all the rolls of film. When GPs are staged in England, I'll shoot more because I have to cover all the support races for Autosport and we also have "Atmosphere" pages with shots of "unusual characters", the air-show, etc."

Most memorable experience: "Martin Brundle at Monaco in 1984 when he had a horrendous crash in practice. I saw the car coming towards me, side ways on, and I thought (pretty quickly) "something's wrong!". I knocked off four or five frames and I thought, "the guy's probably dead, what the hell am I doing?" Then I thought, "He might not be". Luckily, he was near-enough unhurt. The first sound I remember was the clapping of the crowd when he got out. F1 is pure luck! If I'd been looking the other way, I wouldn't have got that shot.



Bernard

Bernard Asset (30)
Agence Vandystadt
15, rue Violet
75015 Paris

Today's greatest F1 photographer. Is the man who established GPI's original reputation. Discreet, operates alone, not easy to spot. Everyone's idea of what excellent motorsport photography is all about. Now aims his lens at well-dressed women.

Debuts: "I'd always wanted to be a photographer. I began a three-year photographic course when I was sixteen in Paris. At the time I was interested in bikes as I was too young to have a car licence and I used to go and watch the races. Naturally, being a photographic student, I took pictures. I entered a competition organised by "La Moto" [a former publication of GPI's publishers, GELT], and came 2nd. I waited and waited and still no prize, so I went along to the rue de Lille [GPI's present address] to demand it. I began showing my photos regularly to the editor and other specialised magazines and that's how it started! I finished photographic school whilst working on the circuits at the weekends and then a new magazine, Auto Hebdo, [GPI's parent paper] was created by GELT. They needed someone in the lab and I was soon being sent out to cover rallies and national meetings. Then I became the full time photographer. That coincided with the time when GPI came into being and I decided I'd accept their offer of following all the GPs.

"I now work free lance and leave my films with Vandystadt, a Parisian photographic agency. They sell slides to Auto-Hebdo which as a result of GELT's policy, are subsequently published in GPI, but the readers do not know which pictures are mine. The main advantage of working with an agency is that although they "only" give me 50% of whatever they sell, they can sell far more than I would be able to myself. They deal with reduplicating slides, sending them abroad — at enormous expense, the filing etc, etc. That way I am free to do other things such as work on my new career as a fashion photographer.

"Fashion photography involves relying on a team: make-up people, models, dressers etc, whereas in F1 you're on your own. You can't do organised photos during GP weekends — there are people everywhere which is why I enjoy fashion because I can do the kind of things I really want to which are no longer possible in F1. This year, I went to nearly all the GPs and I don't want to stop F1 yet."

Advice: "With all the problems of press accreditations it's almost impossible to start in F1 straight away. Go for the lesser formulae or rallies. In fact, anyone can follow a Rally World Championship round and the pictures can be as good as any pros."

Basics: "A good Canon or Nikon reflex camera. A motor-drive isn't really necessary. People always say you need one in F1 but in fact you only use it at the start or when there's an incident. I use it for only a very small percentage of the photos I take and to gain time in reloading. I advise three lenses, a 35, an 85 for portraits, and a 200mm lens for action shots is adequate — especially on rallies. As spectators are further and further from the track, a 300 or 500mm lens has become essential."

His equipment: Two Canon F1s with motor-drives, and 14 — very wide angle —24, 35, 85, 200 (pits and track), 300 and 500mm lenses. "But one shouldn't have all that, it's too heavy! Only take the minimum with you. I shoot about 40 colour only films during the weekend. I haven't shot b&w for three years."

Does not like: "Jostling with all the other photographers. I like working alone."

Most memorable experience: "I was the first person to climb onto the back of Alain Prost's Renault in 1981 and take shots while he was driving — slowly! I did the same thing with Nelson Piquet. Everyone thought I'd mounted a remote control device which I operated from the pits, but I was perched on the back of the car! People are still taking shots like that which proves that it was a good idea. I have had a lot of satisfaction from my experience in F1 but my motivation hasn't been the same since I am no longer commissioned by GPI to do the kind of photos I enjoy."

Keith

Keith Sutton (26)
Sutton Photographic
3 Islington Road
Towcester
Northants
NN12 7AV

Has a distinct North-of-England lilt. Young, good looking, a hit with the ladies in Brazil, can also take good shots but poses less brilliantly. Only 26, but is made of the "right stuff" to succeed in F1.

Debuts : My father was a regular motor racing spectator at Oulton Park near Manchester. When he realised how keen I was on photography he asked the circuit manager — whom he knew — if I could have a track pass. He agreed and then I managed to persuade my local paper to write me a letter so that I could have passes for other circuits such as Silverstone, Brands etc. They took some pictures from me which started me off. In the meantime, I was working as an assistant in a photographic studio in Manchester. I was free to go to the races at the weekends and I also had the use of their lab facilities. In 1979 I had my appendix out whilst covering a race at Nogaro (France) and during the month I was absent, someone else had taken over my job so I decided to go free lance and cover all the F2 races. I travelled with the transporters to cut down on expenses and carried on until the series ended. Mike Doodson [GPI's London Correspondent] took me to my first GP in Belgium in 1980. He gave me a lot of encouragement and advice and I then did the British and then the Dutch rounds.

"My bother, Mark (20), joined me recently at the agency I created with two other photographers and between the four of us we cover all the important race meetings from GPs to the Trimoco series."

Advice: Buy my book "A Guide to Motorsport Photography!"

Basics: "35mm camera with a 50mm lens, zoom [70-200] and a wide angle 28. Once you've mastered the zoom lens you can buy a 300 or 400mm lens."

His equipment : Two Canon F1s with 15, 20, 28, 50, 85, 200, 300, 2.8, 500, 4.8mm lenses and a 1.4 converter. Shoots 15-20 rolls of b&w and the same in colour.

Most memorable experience: "When I went to Brazil!" ■

Graffiti

by Mike Doodson

It would be no exaggeration to suggest that November 3, 1985, was the most important day in the city of Adelaide since its foundation. Until that date, the city was regarded — even by those Australians who knew the place — as a sleepy backwater noted for its churches and a biennial international Arts Festival. Now it's world famous as the home of the most spectacularly successful first Grand Prix race ever to be held.

While visiting politicians from Melbourne and Sydney kicked themselves for letting Australia's fifth largest city stage the race when they were still arguing about it, the Labor Premier of South Australia, Mr John Bannon, just smiled. It was Bannon's government which took a punt on racing to promote the state, and now he's contemplating an almost certain extra term of office from a grateful electorate.

The best indication of the popularity of the Grand Prix was the non-stop party that went on for three consecutive nights inside the excellent Hilton hotel, where most of the teams were staying. It seemed that every local under 30 was togged out in his or her best finery to join in the Grand Prix spirit. Things were even less inhibited on Hindley Street, the nearest that Adelaide's got to a Rue Filthy, where the pubs were open 24 hours and the unmarried mechanics could make friends without running the sort of risks that threaten their health in places like Rio.

Quite apart from having provided a circuit and facilities of a standard that put most GP races (and particularly Detroit's) to shame, the entire city took Grand Prix racing to its heart. Perhaps the most generous comment of all came from Bob Jane, the ex-saloon car champion and Melbourne businessman. Bob has spent a fair amount of money over the past five years in bringing overseas drivers to his one-mile Calder track for a Formula Mondial race, and indeed had hoped at one stage to promote the Grand Prix himself at an expanded Calder. Looking round the pit area on the day before qualifying began, Bob was full of admiration. *"I'm glad that Adelaide got the race,"* he said, *"because I know it's going to be good for our country."*

FISA Circuit Inspector Derek Ongaro came under minor criticism for having okayed the layout of the first corner, a horrid little left-right wiggle of a chicane that funnelled the cars rather too tightly. Yet in spite of dire forecasts from most of the visitors, there was no first-lap accident there. It seems that the presence of two large gum trees had forced this layout on the circuit designers. But the success of the 1985 race means that even the greenest of the local conservationists will not object to the destruction of the gums in time to allow the realigning of the corner for 1986.

The splendid pit complex, complete with covered lock-up garages, put 90 per cent of European circuits to shame. It will surely force FISA to act about Detroit, where teams have to lug their cars and equipment from a distant garage area, and back again, on every day of the meeting. Hearing that the Adelaide garages would be dismantled and stored away until next year, one team manager said, *"What a pity. Couldn't they be sent to Zandvoort?"*

* * *

An interesting novelty at this year's F1 races has been the appearance of a new type of pressroom lurker, the PR man who also writes. At the end of each of the three days of qualifying and racing, journalists are offered a crib sheet of information about the fortunes of (among others) the Lotus, Williams and Ligier drivers, including useful direct quotes where appropriate.

If the information-hungry pressmen are to take these services seriously, the PR people who prepare the crib sheets obviously can't afford to serve up any old flannel. Thus it was after the Adelaide race that we eagerly awaited the official handout from Canon with its comments from Mansell and Rosberg on their respective brushes with the impulsive Mr Senna. At the same time, we wanted to see Senna's explanation as seen from the JPS corner. Adding to the interest was that both sides of the argument (Canon and JPS) are handled by the same London promotions agency. Rather discreetly, JPS did not even mention the Senna-Mansell clash which put the latter off the road on the first lap. Nor did Canon explain the curious incident in which a slowing Rosberg managed to position his Williams as he headed for the pits in such a way that Senna couldn't avoid hitting it, thus losing its entire front wing assembly. The way Graffiti saw it, this neatly compensated Keke for being squeezed out of a certain win by Senna at Brands Hatch a month earlier.

Meanwhile, Mansell did not spare Senna. In its full unpunctuated glory, here is the Englishman's opinion (according to Canon) of the Brazilian's driving: *"Senna was a total idiot for an 82 lap race for what he did to drive me off the circuit. He might be quick, he might be good, but he is not a good driver."* Fearless stuff, that, and much better value than the normal sort of platitudes trotted out in PR statements...

* * *

For most of the pressmen who had to go to Adelaide, the greatest disincentive was undoubtedly the 27-hour flight down under. In spite of the airline ads, recourse to the stock of freebie booze is not without its hazards. Just ask James Hunt, who may also have taken rather too strong a dose of pre-flight medication. The former world champion subsequently came close to being poured off at Muscat into the tender care of a strictly Muslim regime that would not have appreciated his state of expanded consciousness. It also seems unlikely that some of Hunt's fellow passengers will vote British Airways as their favourite airline after seeing him lose control of himself in the First Class section of their flight over the Persian Gulf...

Some flights to Australia require passengers to make 24 hour stopovers en route. Thus it was that your columnist found himself stuck for a day in Manila, capital city of the Philippines. Not all incoming passengers get the same sort of genuine welcome at Manila that Graffiti received, of course, and the case of Mr Aquino, the exiled opposition leader who was assassinated on arrival there, is presently receiving the full and frank appraisal of President Marcos's board of enquiry.

The bellboy at the airport hotel automatically flipped on the TV set in my room, whereupon the voice of none other than Jackie Stewart in full flood assailed us, commentating on a NASCAR race that had taken place in Michigan, USA, at least four months earlier. Now the quality of Philippines television leaves much to be desired, indeed it is a comedy of errors so exquisite that it is worth recounting. The evening sports programme was no exception.

First it was wee Jackie who gabbled on. *"David Pearson is clearly at a disadvantage through turn three,"* quoth he, most expertly. Mr Pearson promptly overtook two cars bang in the middle of turn three and assumed a lead which he held for another ten laps, to the end.

The next item was the Philippines Open Golf championship, held that day in Manila. The shots of the players were steady and sober, but the coverage had a few bugs in it. For example, the picture quality would certainly have improved if the cameraman had thought to remove the insect, probably a cockroach, which had parked itself in the middle of his lens.

Waking in the early hours of the following morning (as one does en route to Oz), I switched on the telly again. Philippines breakfast television makes our own TV AM look almost professional. The two presenters kept promising *"a really interesting show this morning,"* but it was obvious that none of their guests had showed up yet, so the weather forecast was shown for a good ten minutes until they did. Then it was over to an elderly Chinese interviewer, whose voice would probably have been audible if he had not happened to be sitting on his microphone.

The programme was later interrupted by a short anti-marijuana education "spot" in which a California cutie suggestively assured viewers that she *"never put things in my body that should not be there,"* and urged viewers not to ruin their health by taking drugs. This spot was immediately followed by a commercial for Camel cigarettes.

* * *

Talking of television, BBC commentator Murray Walker was undoubtedly the star of Australia's Grand Prix coverage. Together with James Hunt, Murray had been brought out as a special guest of the national Channel 9 network. "Nine" was broadcasting literally hours and hours of Adelaide coverage in response to its rival Channel 7, which is best known for some nifty on-board camera work at the annual Bathurst saloon car classic, hitherto Australia's best known car race.

For four or five years now, Australians have been able to tune in to Channel 9 and the BBC's coverage of the world championship GPs, which due to the time difference usually come through shortly before dawn. Thus the Walker/Hunt badinage is very familiar to the down under audience, and Murray's ever cheerful foot-in-mouth approach has even inspired a fan club in his honour. As a tribute to Murray, the club had produced a Walker tee-shirt with his portrait on the front and an adaptation of one of his less felicitous phrases on the back. It said simply, *"Unless I'm very much mistaken... and, yes, I am very much mistaken..."*

Such was the excitement of the race, and so unfamiliar the visitors with commercial interruptions, that not every break turned out to be completely natural. But everyone appreciated the shots of the liberated Oz lady wearing an MW Fan Club tee shirt which were used as a "teaser" in some of the breaks.

* * *

With various changes of team due for 1986, there were some delightful moments of nostalgia throughout the Adelaide weekend. In recognition of their last-ever appearance in F1, the Renault mechanics were invited on Sunday morning to bring a car to the top of the pit lane, where mechanics of almost every other team in the business gathered for a joint photo session. Not all of the Renault guys have jobs to go in 1986, so there were a few damp eyes.

Immediately after the race, Patrick Tambay showed up in the Beatrice pit with the seat from his unloved Renault RE60 and formally handed it over to chief mechanics Phil Sharpe. *"Just build my new car around that,"* he grinned.

On race evening, McLaren boss Ron Dennis threw a party, to which every race mechanic in town was invited, in the discotheque of the Hilton hotel. It was a delightful gesture that was appreciated by everyone there, although hotel officials had to step in when they discovered that there were fifty more people in the place than the fire regulations officially allowed. It did not finish until some time after dawn, and since the drinks had been free from start to finish, one hopes that Mr Dennis's American Express card didn't blow a fuse.

Race winner Keke Rosberg stayed on at the party almost to the bitter end. He then repaired to his room, from where he settled some old scores by phoning round the hotel to the rooms of people with whom he has had strained relations in this last difficult year with Williams. Some of his victims resented being awoken at 5 am, but so good was Keke's vocal disguise that it may not be until they read this that they will learn who it was who was pretending to be tennis player John McNamee or Soichiro Honda himself.

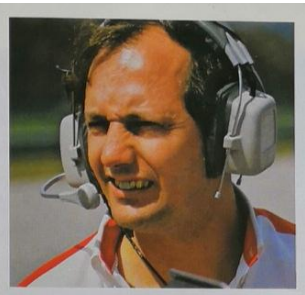
At less anti-social periods during the weekend, there had been a number of poignant presentations to Nelson Piquet, Keke's replacement at Williams, by people and companies who have been associated with him at Brabham. The most unusual of these gifts was a stuffed animal called a Wolpertinger which was given to Nelson by BMW. Engine wizard Paul Rosche was a little vague when asked about the creature, which is about the size of a large cat, complete with feathered wings, a crest and a vicious looking set of teeth.

"It's a special Bavarian animal," explained Pauli, *"very shy and very difficult to catch. The only method is to put a light inside a sack and wait for it to come and investigate. At least that's what we tell visitors who want to catch one. Meanwhile, we wait in the nearest bar for something to happen and drink a lot of beer."*

The Grand Prix was the last race of the day at Adelaide, so once the prize-giving was completed the crowds came over the barriers on to the circuit to take a closer look at the pits. Being well-disciplined Aussies, they obeyed the marshals and security guards as they stood on the track side of the pitlane wall. Most unusually for him, Piquet was still around inside the garages, and when someone spotted him in his black and gold Pirelli cap there was a call for him to make an appearance in person. Nelson groaned and refused, imagining no doubt that his presence among the fans might start a riot. Then he had a bright idea. *"Pull down the shutter, Charlie,"* he grinned, *"we'll give them a moon."* When the shutter went up for a second or two, there was the champion's bare bum, accompanied by those of half a dozen mechanics. The spectacle was obviously appreciated by the crowd who erupted in applause. Next year, with the much more decorous Anglo-Japanese Williams team, such a sight would surely not be approved.

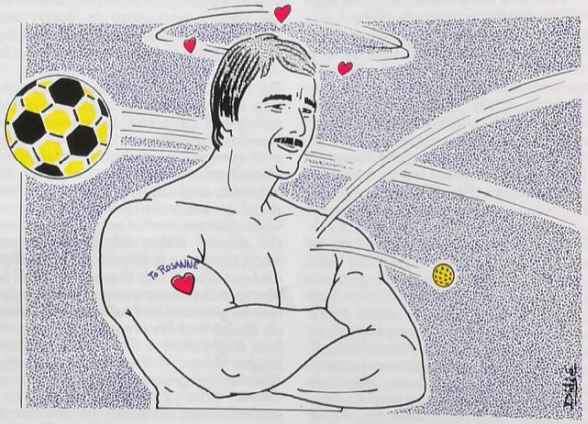
Most of the visitors from Europe vowed to bring their wives and families to Oz next year for a holiday. Lotus team manager Peter Warr had craftily anticipated that the country would be to his taste, so he and his missus were off for a few days to the Great Barrier Reef. Warr boasted that they'd found a secluded island resort which was known only to a handful of Australians. It was a place, he said, where he and Yvonne could get right away from racing people and the pressures of F1 politics.

Imagine Warr's horror when he learned that someone else had also booked in at this paradise resort. Accompanied by his wife and two small children, Warr's companion was to be none other than Nigel Mansell, the man he fired from Lotus last year because he wasn't a winner. Let's hope that the Warrs and the Mansells have a happy holiday discussing Nigel's recent successes at Brands Hatch and Kyalami. ■



NIGEL MANSELL

THE KNOCKERS HAVE TO SHUT UP NOW...



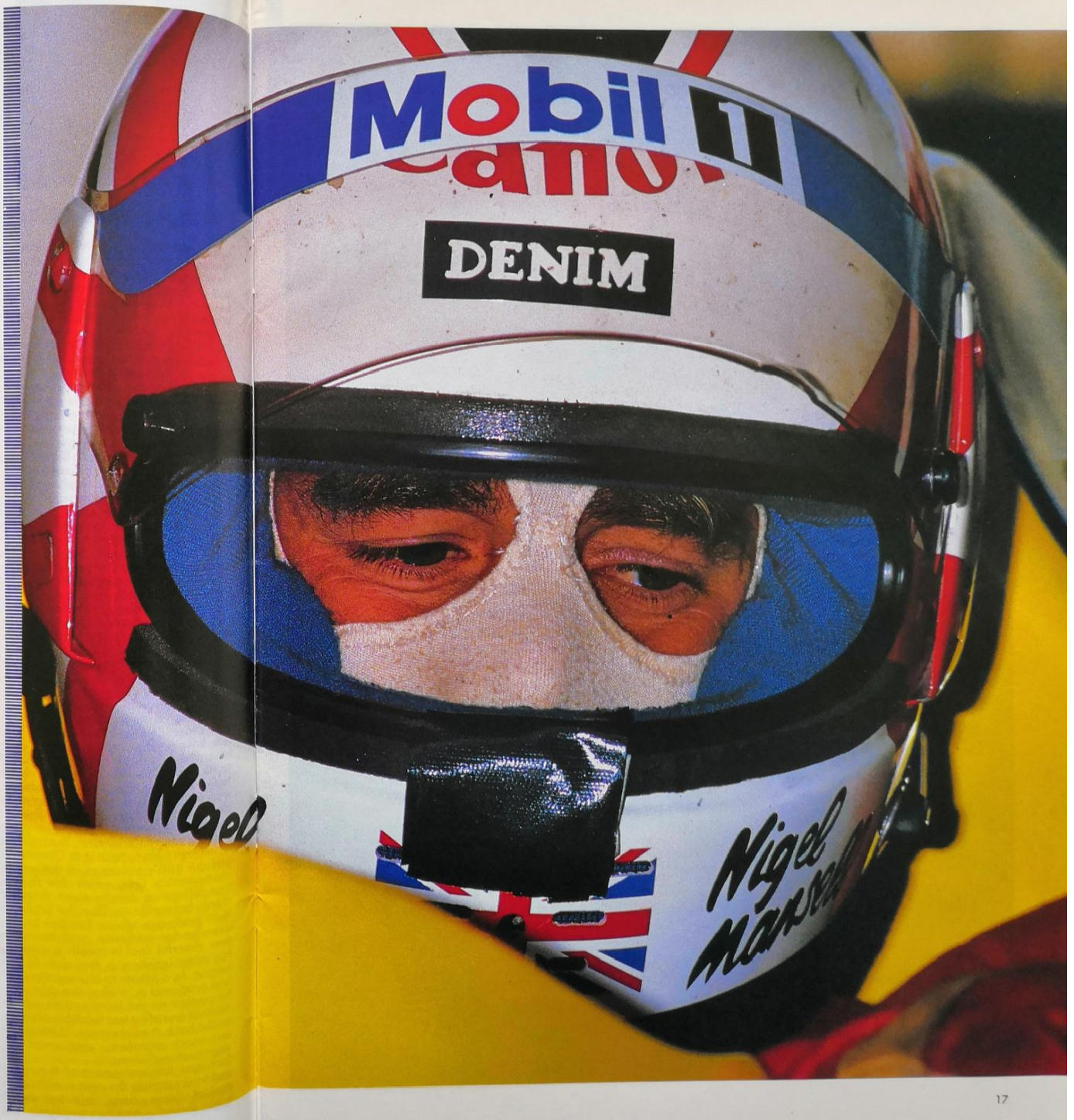
THE MAN ON THE TOP STEP OF THE PODIUM AT BRANDS HATCH AND KYALAMI IN OCTOBER DROVE A WILLIAMS-HONDA AND WORE A MOUSTACHE. BUT IT WASN'T KEKE, IT WAS NIGEL WHO THANKED THE CROWD AND HIS TEAM. THE FLAT MIDLANDS ACCENT COULDN'T HIDE THE DELIGHT AND THE RELIEF THAT AT LAST HIS DEDICATION HAD BEEN REWARDED. AND IF THE FACE LOOKED A TOUCH WEARY, BEAR IN MIND THAT NIGEL MANSELL WAS DRIVING WITH A CHEST INJURY THAT WOULD HAVE PUT A LESSER MAN TO BED FOR SIX WEEKS...

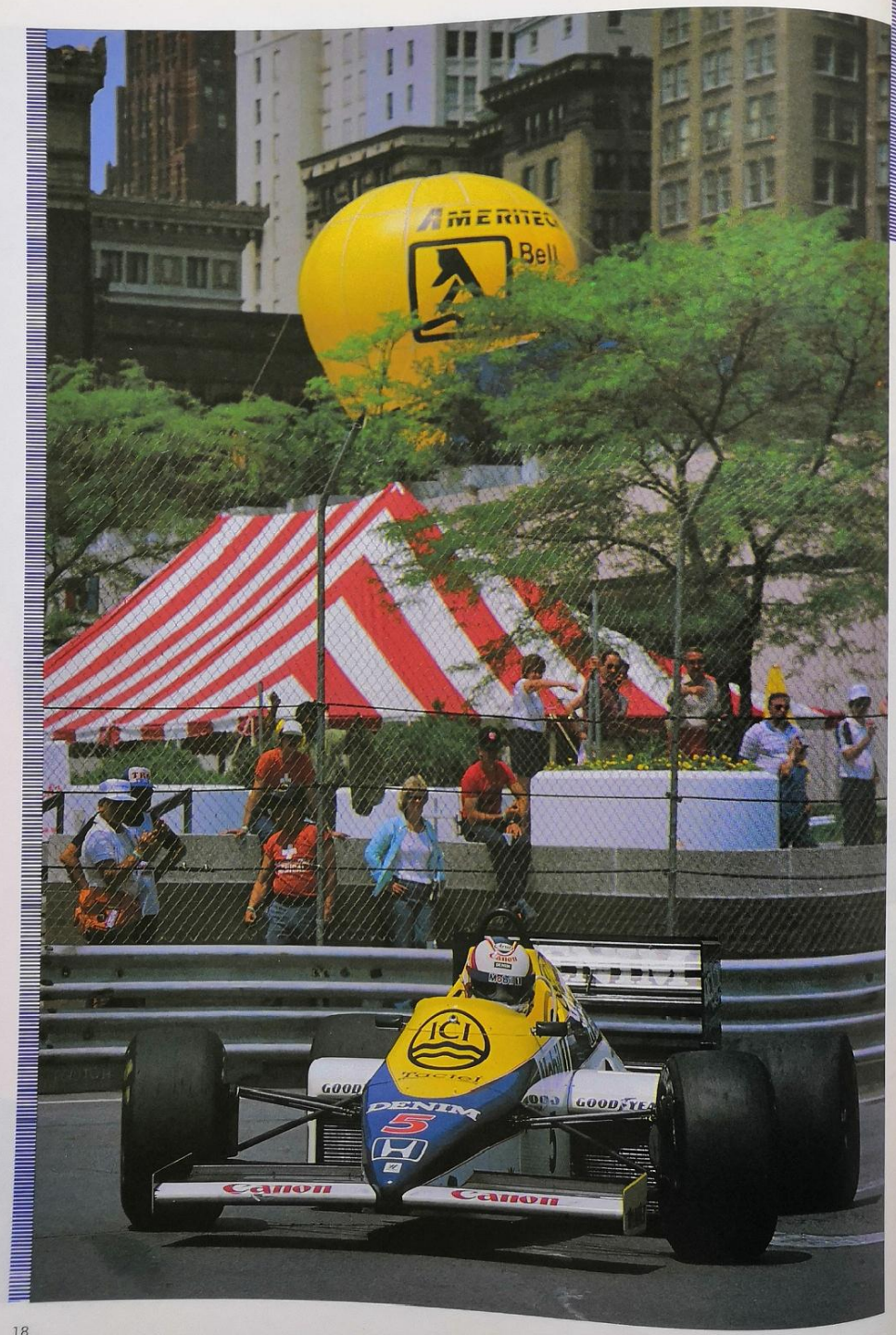
by Mike Doodson

Six years and 72 Grands Prix was a long time to wait for Nigel Mansell to produce his first world championship race victory. When it came, it happened in the European Grand Prix at Brands Hatch, an occasion which earned him the sort of national approbation that leaves a lump in the throat of the proud British spectator for days.

At Brands, the Mansell supporters were understandably overcome with emotion: Rosanne, his wife, blubbed like a baby, and Eric, his Dad, was also seen to dab his eyes with a handkerchief. When Nigel doubled it up two weeks later by winning at Kyalami, even his critics had to admit that maybe it had been too early to write off a driver who on so many previous occasions has seemed to be ill-fated, if not downright accident-prone.

Last year, on the infamous strip of white paint in the rain at Monaco, he learned a lesson about being patient. The lesson paid off gloriously in contributing to both his wins, for at Brands and Kyalami





it was Nigel's own team mate Keke Rosberg whose impetuosity cost him two good chances of winning. Keke tangled with Senna at Brands and slid off on someone's oil at Kyalami: he admitted that he had thrown both races away. The new super-cool Mansell had a grandstand view of both Rosbergian peccadilloes. He bided his time, saw his chance, and took advantage of the opportunities that Keke presented him on a plate.

It seems paradoxical that patience is the virtue that has won these two races for Nigel. After all, five years of patience very nearly left him and his career stuck at Lotus. Most of his associates there, and even some members of the Press (myself included), could not avoid thinking that Mansell was beginning to flounder in Formula 1, a hard trier whose best seemed to be not quite good enough.

The man himself was well aware of the good will that had slipped away from him in his last two seasons with Lotus. But he points out that it was the team dragging down its drivers, not vice-versa. *"The problem for me at Lotus was that Colin Chapman meant everything to me. It's on record what I felt when he died, everyone knows how I felt, and it set me back a long way. There was no substitute for Colin.*

"It's also down in the history books how badly the team did in the year following his death: we were totally in the doldrums, we had a terrible car. It wasn't until Gerard Ducarouge came and joined the team (in mid-1983) that there was any sort of guarantee that we were going to survive. It was really bad, bad times. In the five years that I was at Lotus, we only won one race, and that tells the whole story in itself. You get no consolation knowing that the other driver isn't winning races either, but obviously there's something wrong."

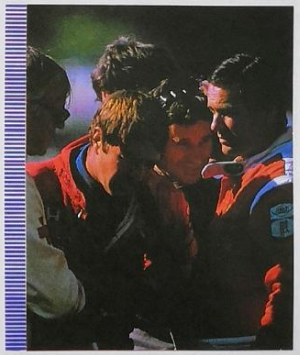
The quality that kept Nigel going through those difficult years at Lotus was his own faith in himself. It is a faith that he demonstrated long before the F 1 days, through anxious weeks spent in hospital with injuries that would have stopped a lesser man. A dogged character like Nigel is pleased, thrilled and delighted with his first GP win. But he's not surprised, because all along he knew that he could do it. Accordingly, he is reluctant to admit that it's a personal landmark.

"Yes, it is a hurdle," he's now prepared to agree: *"you're a winner now, you're classed as a winner. Certainly all the post, all the congratulations, have brought that fact home to me. Everyone suddenly treats you differently, because you've won a race. The knockers have to shut up now, because we've done it, and you can go about your business a lot easier, and get on with it.*

"There's no question that when you win a race, people tend to forget your past achievements. I was a champion in Formula Ford back in 1977 and won 32 races out of 42, but people only look at your Grand Prix career. The important thing is that now I've done it, I know how I've done it. Now what I've got to do is to repeat that performance with the car, with the engineers, the mechanics and the tyre engineer — and the Honda people — and if you can repeat that, you're in with a good chance at every race. To a certain extent, it is a question of confidence, but also it's a question of knowing where to divert all your energies to get the best result. Before, in past years, I can say that I diverted a lot of energies, certainly in the wrong place.

"COLIN CHAPMAN MEANT EVERYTHING TO ME"

But now I'm a lot wiser, and I think I'm with a much better team. So those energies are being channelled much more efficiently with this team than they were at Lotus over the past couple of years."



As an example of the encouragement he's had from Williams, he cites this year's Brazilian GP. He made a terrific start in that race, only to make contact with Michele Alboreto and find himself spinning off the road as the two of them turned into the first corner. *"The Canon Williams-Honda team could have knocked me for it and said, 'Look, he came together with Michele on the first lap.' Of course, being a driver, having respect for yourself and knowing that you have the ability to do it, if you get that [attitude] within a team, then you have to resist it. If you don't, then they start to walk over you. That certainly happened to me at Lotus: I had to resist and divert energies into that, which got me nowhere, whereas with this team not once has the team said anything to me. All of them have been, in one word, supportive. And in being supportive, we get the job done. Obviously, if we [I] make a mistake, I come in and say 'Sorry, my fault, I made a balls-up.' That's what's so good with the team, and they like that. And as long as you don't make too many mistakes, there's no problem."*

Much of the credit for the "new" Mansell and his success must go to Frank Williams himself. The two men have much more in common than might at first be imagined: both have provincial backgrounds, an obsession with physical fitness and an innate faith in their own abilities. They are also devoted family men whose wives play an important supportive role in their lives. And Frank has never forgotten the years that he spent in the wilderness, waiting — as Nigel has done — for the opportunity to show the world that determination can vanquish a reputation for hard luck.

They are also both very honest men, as Nigel explains. *"When I joined the team, I told Frank that I wanted to be judged, not from the past, not from what people say behind your back to rubbish you — and unfortunately there's too much of that in motor racing — but from my testing with the team, from my racing and from my approach. I wanted him to be totally fair, and vice-versa.*

"I saw the story with Jacques Laffite in your magazine (GPI 92), and Jacques went to town on the Williams team, saying how the second car was terrible, how the treatment was shocking, etc, etc. Now if I was to believe everything that Jacques said, it would be very daunting to think that I was joining the team with Keke, who's an ex-world champion, a very fine, very fast driver. I would wonder how I was going to fit in. It could have been very difficult.

"So we all played it straight down the middle: Patrick Head, Frank Williams, all the mechanics and everybody at the factory. Now, I'm very pleased to say, even before I won at Brands Hatch, I'd settled down in the team. I must confess that I'm enjoying my racing more than ever before, and I hope I've fitted in as well as I think I have."

As part of his professionalism, Nigel is always careful to mention everyone in the team, including sponsors (it's never simply "the team", always "the Canon Williams-Honda team"). Thus it was intriguing to notice that in the list of people who'd "played it straight" he had not in fact mentioned Rosberg. It was no secret last year that Keke was less than delighted to be having Nigel as his team mate for 1985, and four months ago Keke said of his relations with Nigel that they were *"not exactly a love affair."* How, I asked Nigel, was the partnership now? Was there still a conflict about the allegations of blocking that Keke had made against Nigel at Dallas last year?

"I don't know if he'd say the same if you were to speak to him now, because what he said about our relationship refers to the situation several months ago. Have another word with him. At Dallas last year, from my point of view, the Press did Keke Rosberg as a driver no credit at all. When a driver gets out of his car, he's hot and steamy, his heart's probably beating at 180 or 190 per minute. And we all say things and make rash statements in those circumstances that we don't really, honestly, mean. If you were to ask him, Keke would be the first to admit that a lot of what he said was misinterpreted."

"One of the first things I had to do when I joined the team was to tell Keke that since we were going to be working together, the best thing for both of us would be to work as hard as we could on the car, then we'd both benefit. And yes, from that professional point of view, we've had a very good relationship. And in having that professional relationship, I think we've both done the job as well as we possibly can. So instead of hurting the team, I think it may have benefited."

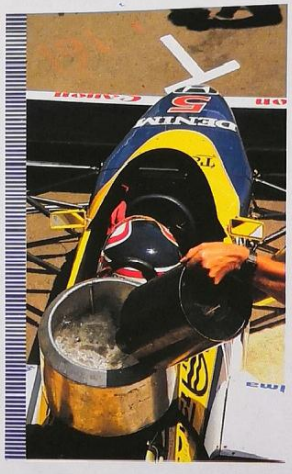
"As far as the competitiveness is concerned, I think Keke now will have to admit that certainly over the past eight races, I've been at least as quick as he has been, and sometimes maybe quicker. I believe we've been very good team mates for one another, and this has pushed the Williams team, and the Honda engine, along the sort of lines that have enabled us to get the kind of results that we've both achieved this year."

Indeed, as the telecast of the Brands Hatch race showed, Keke was furious that Senna should have squeezed him off the road as he attempted to take the lead, and subsequently the Finn played a constructive role in helping Mansell to overtake Senna. Was Nigel aware of that at the time?

"Yes. But what I think people must realise is that Senna virtually deliberately tried to push me out at the first corner. Obviously that screwed my start up, because I got a very good one, and then equally I was behind Senna, Keke and Nelson going into Surtees. I'm not apportioning blame, but what I will say is that Senna did not give Keke one inch of room to pull back, he just chopped him. And in chopping him he touched [Keke's] right front wheel with his rear left, and spun him. That move put Nelson out — which Nelson can't be happy about — and punctured Keke's tyre.

"So it's probably not surprising that when I caught Senna on the next lap —and it's ironic that Keke came out from the pits in front of us, with cold tyres —he certainly wasn't going to do us any favours. I got past Senna, then Keke let me through and did a very good bit of driving for me at Westfield, because I nipped in front while Senna got blocked. To be fair about it, he probably did hold up Senna — for about two seconds. And I thank Keke for those two seconds. But equally, after those two seconds, I pulled out another fourteen."

After the race, Lotus manager Peter Warr — the man who had dumped Mansell last year in favour of Ayrton Senna — was muttering about the race winner's allegedly illegal passing manœuvre. Indeed, there was evidence to suggest that Nigel may have been a little too eager to overtake Senna, for although no report was received from an official observer, some witnesses claim that Nigel passed Senna under the stationary yellow flags protecting the marshals who were dragging Piquet's three-wheeled Brabham from the scene. Nigel gets quite indignant at the mention of the incident: *"That's bullshit, because when I passed Senna I was already back in station before we got to the post where the yellow flags were being waved. Let me say this. Brands Hatch is history. I haven't been disqualified. I haven't been cautioned. As far as I'm concerned, I won that race fairly and squarely, and if anyone tries to sour that victory by saying this, that or the other, then let them do it. It's not taking*



anything away from what we did or what we achieved. I think it's very sad to hear that someone — I won't mention names — did his utmost to get me disqualified."

It was somehow fitting that Brands Hatch should have been the scene of Nigel's first Grand Prix victory, for it was at Brands in 1978 that he somersaulted off the road in a Formula 3 March and almost lost his life. That, says Nigel, was probably the lowest point of his career.

"THERE'S NO WAY I WOULD HAVE GOT WHERE I AM WITHOUT MY DEAR WIFE ROSANNE"

"I'd raised a lot of finance by selling the house and a lot of the things that we'd acquired. I'd had a very good job at Lucas Aerospace and they'd said that I had to decide between them and racing for my career, so I told myself that you're only young once and I'd go for racing. If it goes wrong, I thought, perhaps I'd go back to engineering.

"It was only three weeks after I'd handed in my notice that I had the accident at Brands Hatch in which I broke my neck. I was told categorically that I was very lucky not to be a quadraplegic, categorically that I would never race again. I was lying in hospital all on my own, no friends and no relatives close by to visit. I had no job and no income: I was only getting paid for when I was driving, because I had a sponsored drive that was paying me, I think, £100 per race. That was the only income I had coming in except for what my wife was earning, and she couldn't come and see me during the week, because she was working to earn the money to pay the rent.

"That was, for sure, the lowest ebb of my career and my life. I thought I had screwed up everything. Not to put too fine a point on it, I'd effed up our whole life. It was really bad."

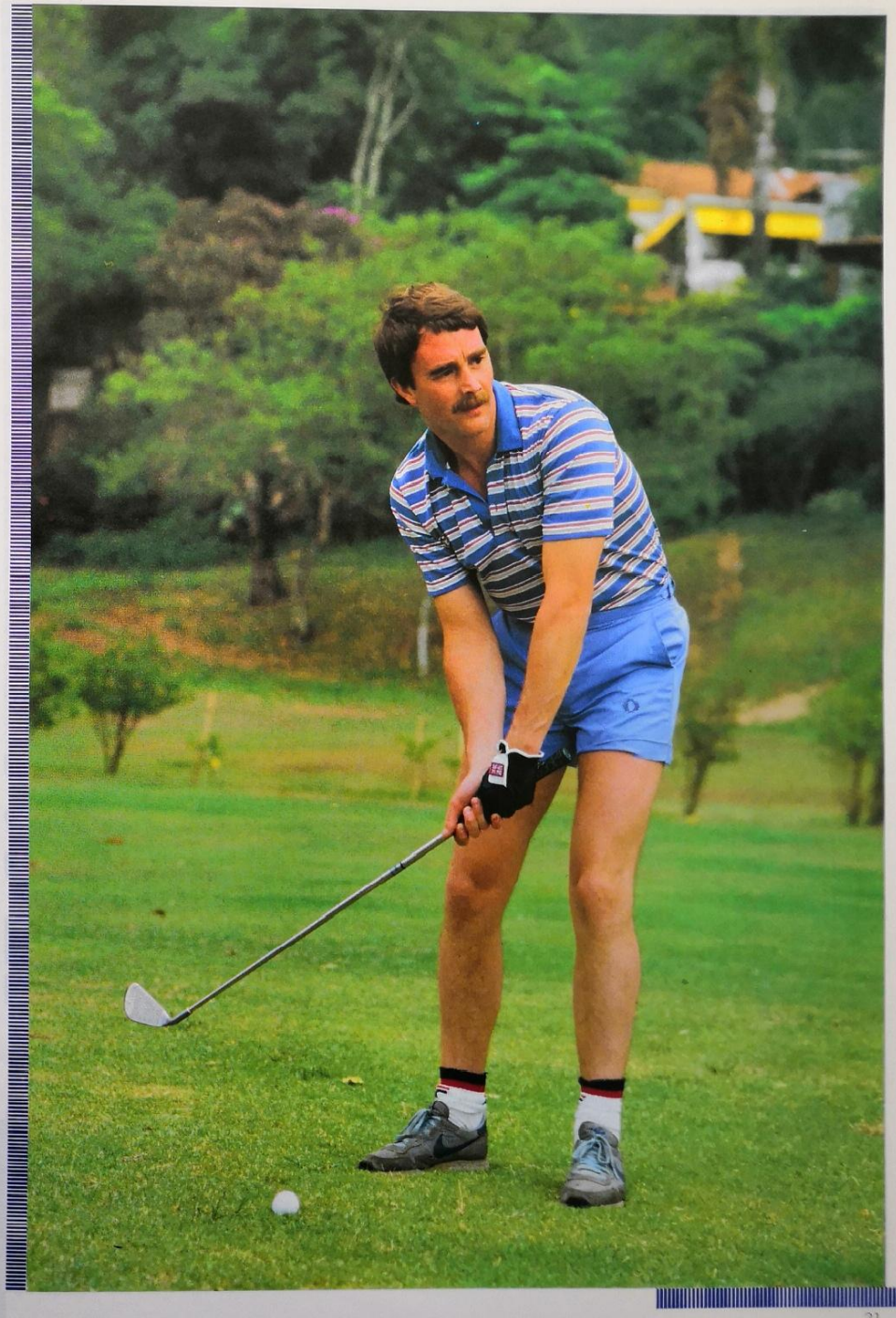
We reflected on this while sitting in a tiny caravan 6,000 miles from England in the paddock at Kyalami, and Nigel's thoughts automatically went back to Rosanne, at home on the Isle of Man with their children. *"She's the most amazing woman I know. I go through periods when I miss her so much, and there are other times when she's a bundle of surprises, even to me, her husband. I love her so much. The support and the energy and the vigour and the dimension of her attitude have been undiminished, all through our relationship. She has so much faith in me that there's no way I would have got where I am without my dear wife Rosanne. She is so special that, well, I suppose there should be a statue erected to commemorate what she has done for me."*

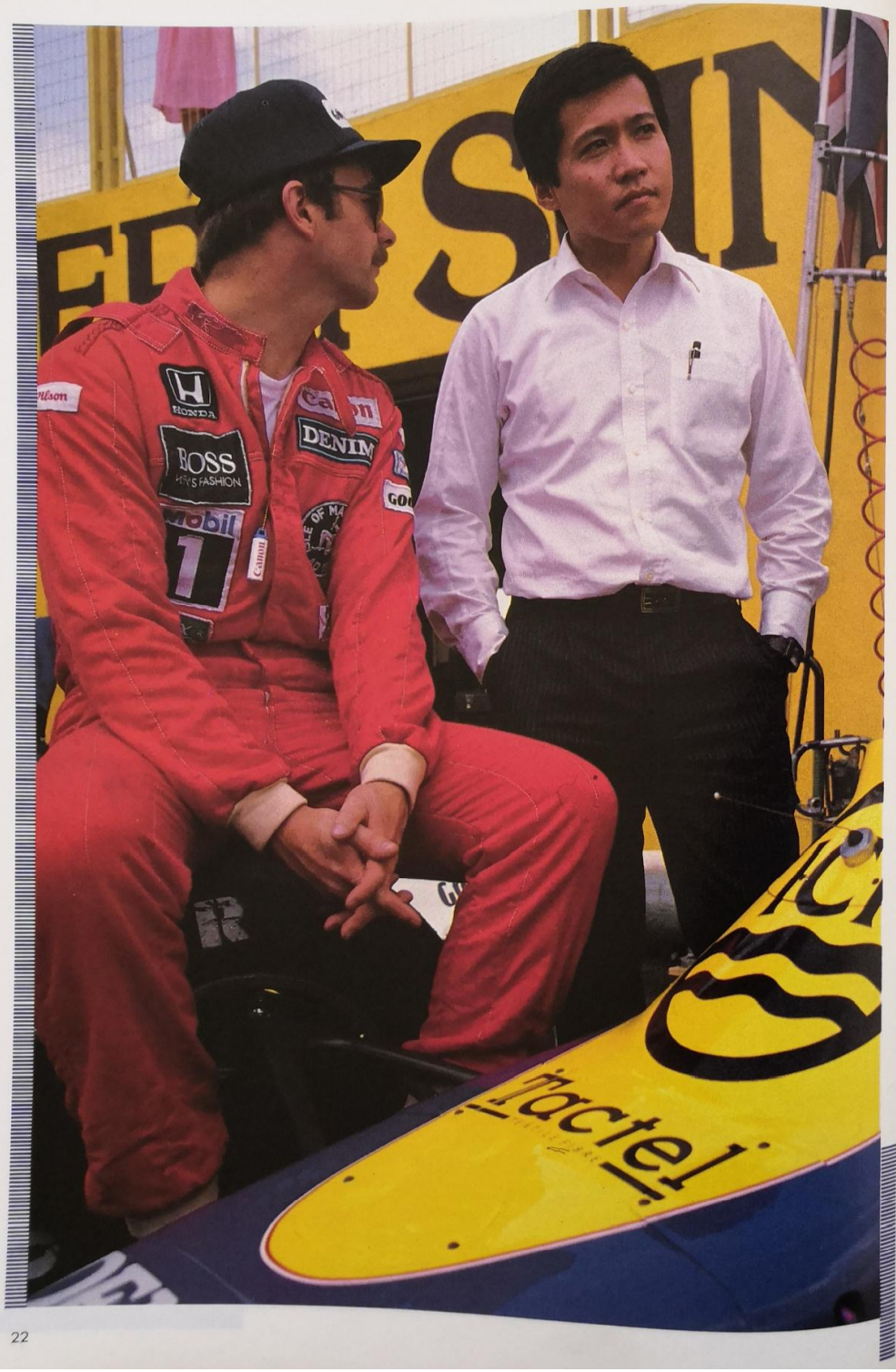
That, I thought, was a touching tribute. Nigel suggested that their closeness stemmed from the fact that both he and Rosanne had lost their mothers. *"We still have our fathers and our other relatives, but when you don't have mothers when you've got children yourself, it's amazing how close man and wife have to be, how supportive you have to be to one another."*

Living on the Isle of Man is more than just the convenience of a tax shelter. It offers a pace of life which suits the Mansell family, especially when Nigel gets home after a race. *"I'm the biggest bore imaginable when I get back home after a race, because I literally crash out. I'm zombified for a couple of days. Any driver who's prepared to tell the truth will admit that for him it's just the same. We don't want to see anybody or talk to anybody. We can't do much, because a driver's co-ordination is terrible on the day after a Grand Prix. Our bodies are totally exhausted, so for a couple of days after a Grand Prix I don't do anything except enjoy my family, and eat nice food.*

"Then, if I'm fortunate enough to be there for three or four days, we start to see our friends. If the weather's good, then I just love to play golf. For me, golf is a safety valve. I can go on the course and not only play a reasonable game, but I can take out any frustrations that I may have on the game instead of taking them out on the dogs, or the family, or on something else. It's really good for me.

"Our home? That's rather like asking





about the specification of the Honda engine! It's sufficient: we like it. We're happy there, and that's all that matters. The people over there in the Isle of Man have made it tremendous for us to live there. I don't think it matters how small or how big your home is, the important thing is to enjoy it. We enjoy our home, and the small piece of land that we have, and the freedom that people leave us to enjoy the life that we want to live."

"I'M THE BIGGEST BORE IMAGINABLE"

Nigel possesses two Mercedes (a 500 SEC and a "Cosworth" 190 16-valve), a Range Rover and a runabout for the housekeeper and the childrens' nanny. He's also a qualified pilot who would like to do more flying. *"I'd say my flying was very much on the lines of a semi-professional novice. Actually, I've had my twin rating since 1981. I have an interest in a small plane, which is currently for sale. But when you're concentrating on some sport like Grand Prix racing, unless you're flying full-time, you can't really be a professional pilot. I would have to say that Niki Lauda and Keke Rosberg are professional pilots, but I'm not in that class. I can fly planes, and I get a big thrill out of flying, especially in fine weather, and currently I'm also doing some training with helicopters, which I also enjoy.*

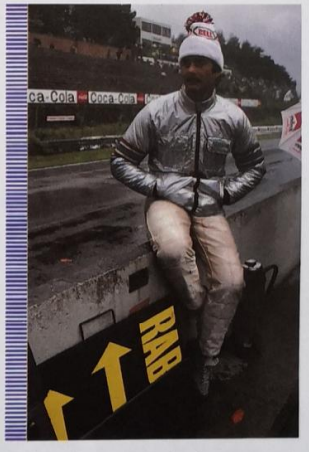
"I've done a deal on a helicopter by buying 100 hours of time with it, and that enables me to use a helicopter when I'm in England on business. That saves an enormous amount of travelling time. I'm now talking about buying some time on a jet, to make it easier to get to some of the races."

These days, the Mansells start most of their overseas trips courtesy of Manx Airlines, one of his sponsors. *"The biggest enemy for a racing driver is when the phone rings — usually it happens at 8 o'clock at night — and you're told, 'right, we need you at 10 o'clock tomorrow to test at Donington.' Often I find that the planes are booked up, or the schedule isn't convenient, and the simplest thing then is just to hire a small plane and fly yourself across to get there on time."*

In past years, Nigel has prided himself on his good physical condition. He's not a bodybuilder, but you would much rather have him as a friend than an enemy, even if friendship involves submitting oneself to the notorious knuckle-crushing Mansell handshake. This year, though, he's not been able to get as much exercise as he would have liked. He was concussed by an accident during the race at Detroit, only to receive a second severe blow to the head as a result of that awful accident during qualifying at Ricard. Latterly he has suffered with the chest injury, caused by two separate and alarming incidents.

"It started at Monza, where I had a tyre blow out in practice. I caught the slide, but it took me virtually the whole straight to get stopped. It just ripped my chest in catching it, because it was going into a big spin, and I used a lot of left arm on the steering to correct it. I felt as I did it then, that I'd ripped something inside. It wasn't too bad the week after [between Monza/Spa], but at Spa we had the steering wheel break in a downhill left hand corner, flat in fifth, and I used exactly the same movement that I did at Monza two weeks earlier, and it did twice the damage.

"I felt it rip, just as though someone had stuck a knife in me. The injury is common to rugby players: it's the cartilege that's been ripped away from three ribs. It's no big deal, but it's bloody painful. Anyway, I suppose I've been a bit disappointed with my physical condition this year. So I've invested quite a lot of money at home having a sports complex built, with a swimming pool and an exercise area. I'm going to make a big concerted effort to get myself what I consider fit for next year. And all I can say is that the people who consider me to be fit now will see a lot fitter person next year."



If Mansell is going to be fitter, so too is his equipment. The enormous steps made by Honda in the second part of the season have been an important contribution to the rapidly advancing performance of the Williams car, which was fitted with a new and obviously effective wishbone and pullrod rear suspension for the Brands Hatch race.

Nigel had worked with Honda in 1980, when he was the first man to race the then-new V6 engine which had been produced in 2-litre form for the works Ralt which he raced briefly. He offered an interesting contrast between the different approaches to racing adopted by Renault (whose engines he drove for nearly two years at Lotus), and with those of the Japanese Honda engineers. *"For a start, I think that I have a much closer relationship with Honda than I ever did with Renault. I find them very easy and very satisfying to work with. And because of this relationship we're able to make bigger steps forward than we were able to do with Renault, where everything was top secret and where they made it difficult for us to understand what was going on. At Renault, we could only tell them what was working and what was not working, whereas with Honda we can be more specific. In doing this, we can make finer adjustments to the engine.*

"THE BIGGEST ENEMY FOR A RACING DRIVER IS WHEN THE PHONE RINGS..."

"I think the biggest thing we suffered for some time on the Honda was the lag of the engine, the lack of throttle response. You'd put your foot down and nothing would happen for some time. That took a considerable amount of time to fix, and we're still striving even today to improve it. Compared with other cars, at the moment I'd say that we're fairly competitive in most areas, but in some areas we're still lacking. And in those areas we've got to improve. As everyone knows, nothing stands still in Formula 1. So you may think that you've got some problem licked in testing or on the test bench, then you turn up at the next race and you find that someone's improved their car or their engine better than your team has with yours, and you're behind again. So it's an on-going thing all the time: it doesn't stop still, not even for one week."

In 1986, instead of a one-time world champion, Mansell's team mate is a man with two world titles behind him. It is a sign of Nigel's happiness at Williams, and of his honesty, that he genuinely looks forward to working alongside the Brazilian.

"As everybody has said, Keke didn't welcome me with open arms to the Williams team. But having said that, I would say now that we share a very good and fruitful relationship. And I've certainly gained a lot of stature and experience from the situation here at Williams. I'd like to think that when Keke leaves at the end of the year, he'll have a much different opinion of me than he did when I joined. But if he doesn't, even though I think we've worked together well, I won't be too concerned.

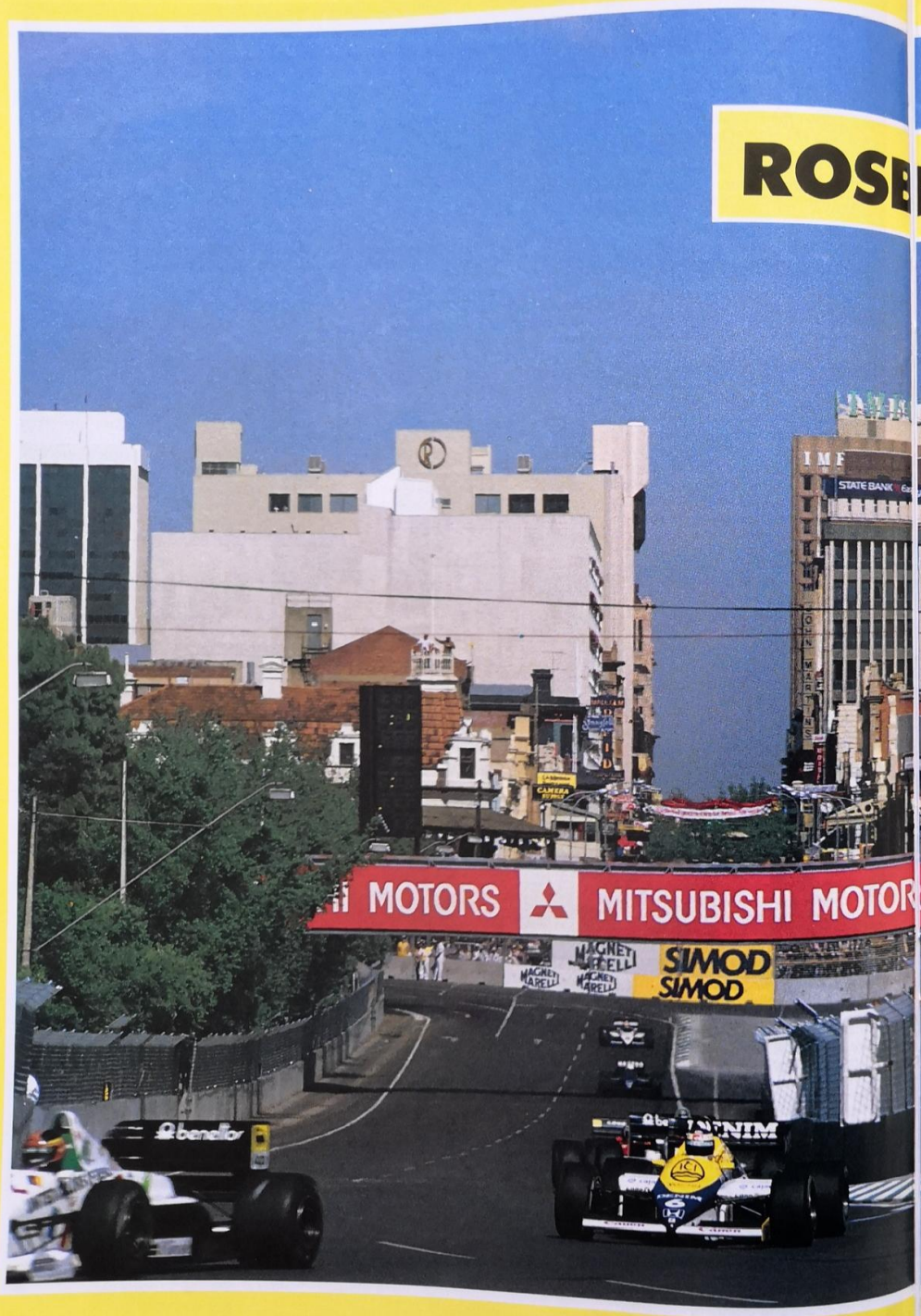
"I haven't worked with Nelson, but I know the Williams team, and I know they'll do an excellent job for him. It's been very good for me to have worked alongside a quick driver who's already won a world championship. To have someone like Nelson join the team, a man who's won even more races and has been world champion twice already, it can't hurt me. I can only gain from it and I'm looking forward to it." ■

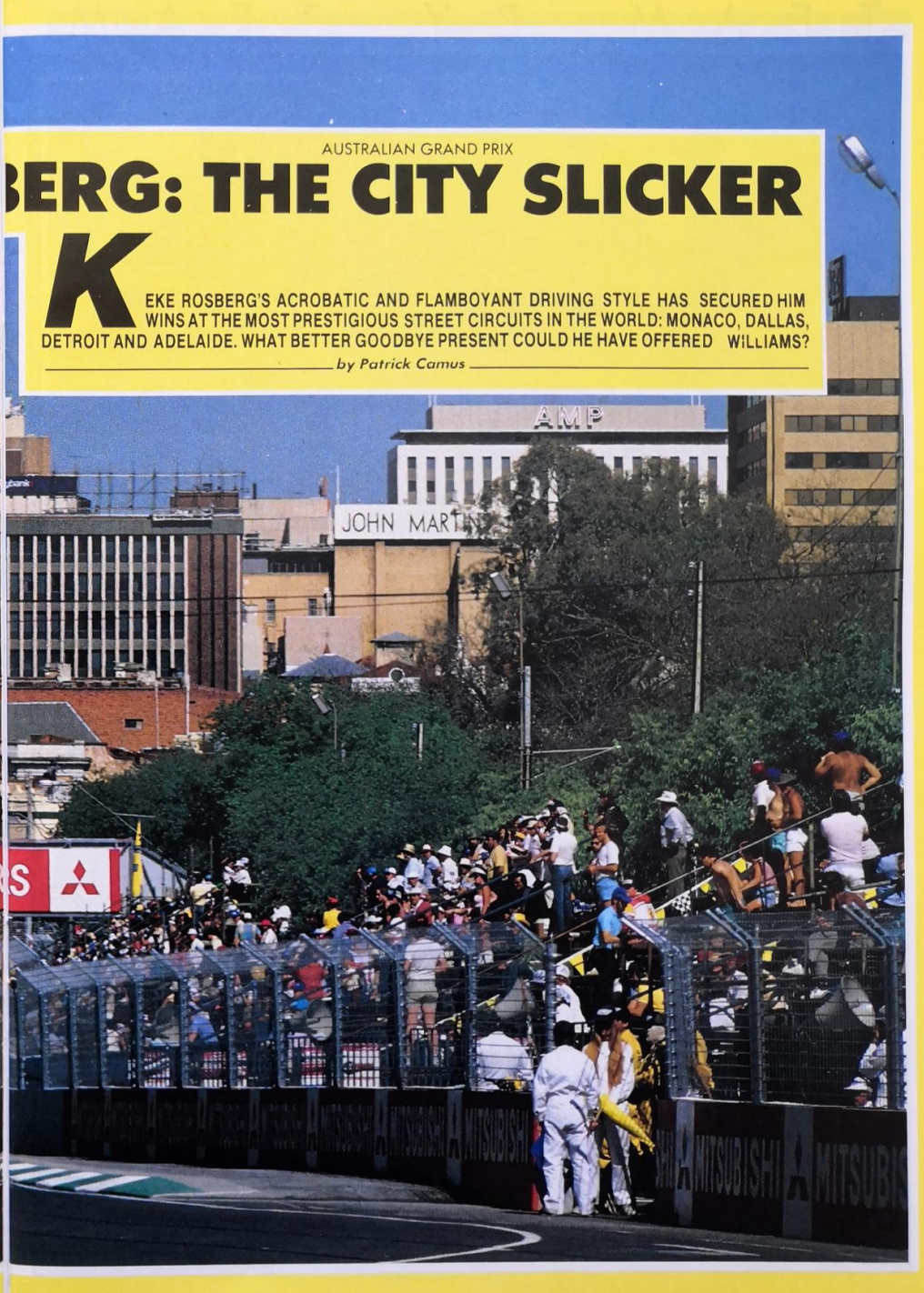
AUSTRALIAN GRAND PRIX

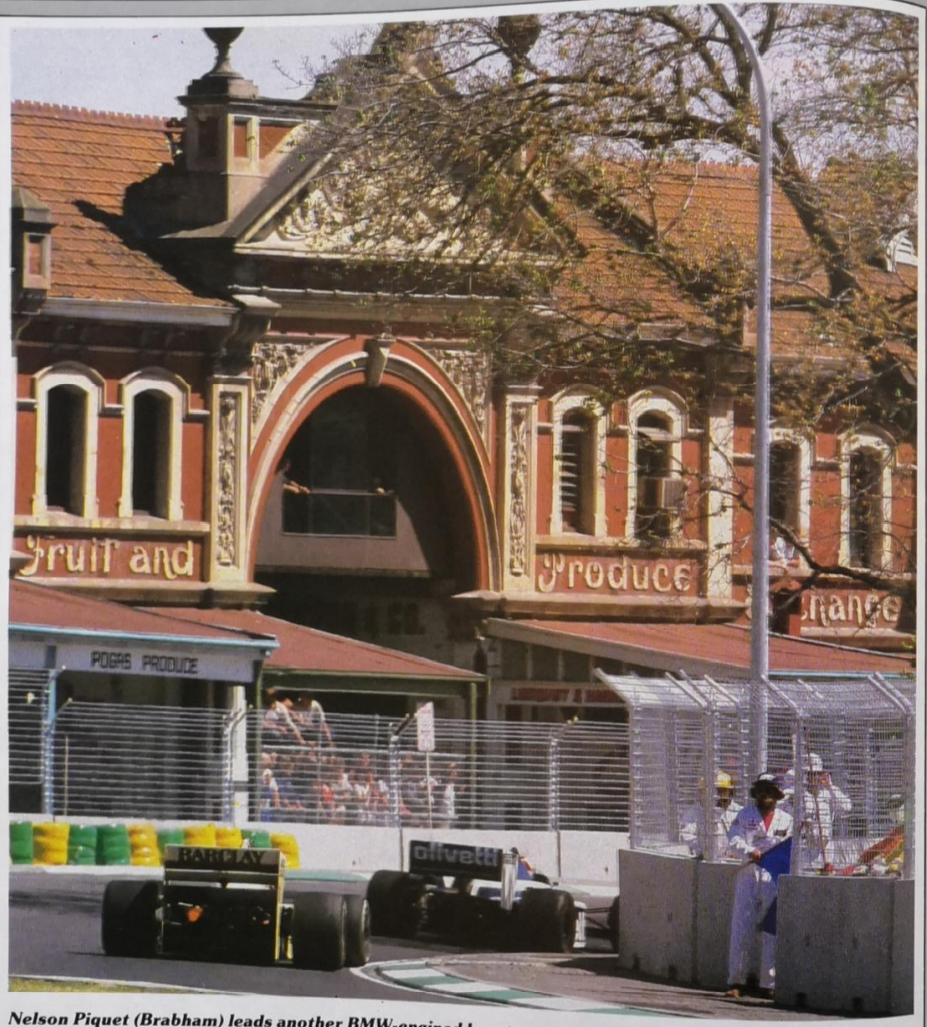
ROSBERG: THE CITY SLICKER

KEKE ROSBERG'S ACROBATIC AND FLAMBOYANT DRIVING STYLE HAS SECURED HIM WINS AT THE MOST PRESTIGIOUS STREET CIRCUITS IN THE WORLD: MONACO, DALLAS, DETROIT AND ADELAIDE. WHAT BETTER GOODBYE PRESENT COULD HE HAVE OFFERED WILLIAMS?

by Patrick Camus







Nelson Piquet (Brabham) leads another BMW-engined beast round Adelaide during qualifying

Predictably, no important changes had been made to the cars for the sixteenth and final round of the 1985 F1 World Championship, the second race to be staged in the Southern Hemisphere. Brabham engineer Gordon Murray and Ligier's Michel Tétu didn't even make the trip over to Australia since they were already working hard on their new designs for 1986. Ken Tyrrell's team went "down under" with three chassis. Martin Brundle had the 014/3, Ivan Capelli — racing again for "Uncle Ken" had the 2 and the 4 was used on the spare car.

Ferrari had fitted their cars with smaller turbos in a bid to gain on engine flexibility. The drivers expressed their satisfaction.

The Adelaide race organisers used a computer to help them estimate an optimistic average lap speed of 176 kph/110 mph. Pole position man Ayrton Senna only just managed to scrape through the 170 kph barrier (170.344 kph). The twisty sections turned out to be slower than expected and the curves a good bit quicker. A total of no less than ten drivers drove their cars through the speed trap at over 300 kph/187.5 mph, Rosberg was tops with a speed of 309.334 kph/193.333 mph. It was then a question of finding the right aerodynamic settings. Some teams opted for the "fast circuit" type, others "Monaco" specification which had the advantage of improving traction.

ANALYSIS

No-one can say that Rosberg stole this victory! He led from the green light until lap 41, with Ayrton Senna hounding him all the way. A pit stop for fresh tyres on the Wiliams meant that the black and gold Lotus took charge of proceedings, but not for long. Keke Rosberg attacked tooth and nail until he caught and passed the offending Brazilian until a second wheel change. Senna was displaced from the lead on lap 62 and Rosberg hung on to it to clinch his second win of the 1985 season.

"*I didn't have any problems really,*" a very elated-looking Rosberg told reporters after the race. "*The car was fantastic all the way, the temperatures were perfect, the power was there when I needed it. Yeah, a great race.*"

Team mate Nigel Mansell had got off to an excellent start but was never able to vie with his team mate. Senna took care of him at the first turn by elbowing the Briton roughly off the track and out of the race. The two men were forcibly prevented from settling the issue in cowboy style. "*Senna was an absolute idiot to have acted like that at the start of an 82-lap race. OK, so he's quick, he's got guts, but he's nowhere near being a good driver.*" Yet another enemy for the young Brazilian "prodigy" to contend with.

The Ligier boys got themselves into a bit of a scrap but gave Ligier an unforeseeable 2-3

ROSBERG: "YEAH, IT WAS A GREAT RACE!"

Senna's driving that day brought back memories of Gilles Villeneuve at his fighting best. We've rarely seen Ayrton Senna as excited — "Make it or break it" was his motto that day. The irresponsible way he went at Rosberg reflected little "method in his madness". He rode up over the kerbs, through the run-off areas, lost his front moustaches and provided, it must be admitted, a great show for the spectators and an equally "great" bill for Gerard Ducarouge.

"*It's a shame that the engine didn't hold out until the end,*" enthused Senna still red from the effort. "*It was such an exciting race! My tyres blistered very early on in the race and I thought I would have to stop for a wheel change. Then suddenly they were OK and I increased the pace. The incident with Rosberg? I didn't understand what he was trying to do. That curve where we were is one where we're usually flat out. He suddenly braked and I went straight into his gearbox, smashing a front wing. I lost on downforce without the front moustache and the car started understeering wildly which is why I went off shortly after. I only just missed the wall.*"

Shouldn't he have stopped earlier to get the front wings replaced?

"*True, but as I was concentrating so hard on my driving, I missed the pit lane entrance a first time and then a second. I bitterly regret Alboreto's tactics when I came up behind him and attempted to get past. It wasn't very "fair play" of him at all.*"

Alain Prost (McLaren No 2) was decidedly off-form at Adelaide

LAFFITE: "SUDDENLY, I REALISED STREIFF WAS ATTACKING ME!"

With Alain Prost an early retirement, the two Frenchmen left in the race with any chance of scoring were the veteran Jacques Laffite and his new team mate Philippe Streiff. As from lap 63, Rosberg, Laffite and Streiff had acquired their respective positions and it was extremely unlikely that there would be any change, barring incidents. So, why then, did Philippe Streiff go for his team mate? Laffite proffered his own point of view:

"*There were two things I could have done at that stage. Either I could have accelerated to catch and then possibly pass Rosberg. Or I hung on to my second place. I went for the second solution because the first seemed un-*

necessarily risky. Larrousse showed me the fuel board so I turned down the boost and kept below 10,200 rpm and waited for the flag. Suddenly, I realised Streiff was there and attacking me! I squeezed him a bit so's he get my message, but he didn't. I squeezed him a second time and waved at him just so that he'd know I wasn't an idiot and we came together. I couldn't believe it! I don't know what the hell was going on in his head at the time. In fact I do. You don't think the same way when you've got your helmet on or when you're watching from the side line. It's obviously better if you can be second rather than third. I was furious! I yelled at him at the finish. When you think of what could have happened! It was ridiculous. Our team needs the points. We aren't yet at the level of McLaren or Williams. I hope that he'll think over what he has done very carefully."

Once on the rostrum, the champagne flowing, Jacques was his usual self. "*You may have been foolish,*" he told Streiff with a huge toothy smile, "*but you had a good race. Well done, son! Just get one thing straight — I'm faster that you are, OK?*"

Philippe Streiff, on the other hand, gave a different explanation : "*If I'd known Jacques was second and that I was third, I would never have dreamed of attacking. I thought he was waving at me to get past. My mistake.*"

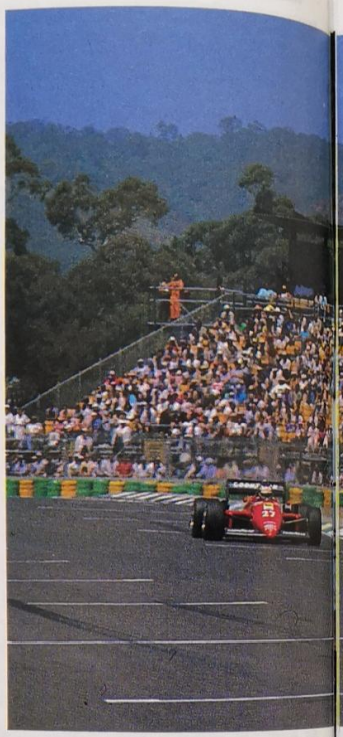
Gerard Larrousse was not pleased with his latest recruit's performance. "*Streiff has jeopardised his chances of staying with the team next year.*" A stern judgement indeed, especially in view of the fact that Streiff had not recieved any pit orders. "*I didn't give any for the simple reason that I would never have thought it possible that Streiff would go against Jacques. He's there to second him, not to get past him,*" a disgruntled Larrousse added.

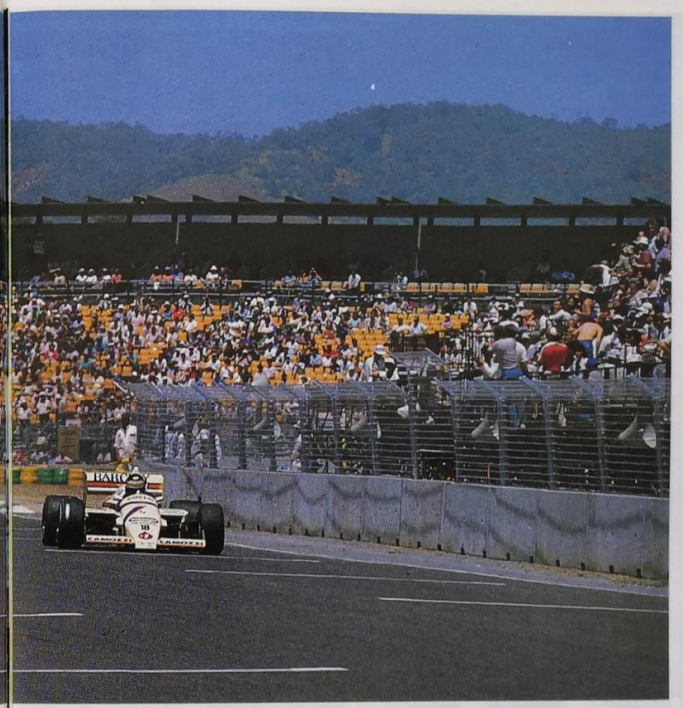
QUALIFYING

"*What the Australians have succeeded in doing is bad news for Formula One because I don't know many other organisers who are capable of doing such an excellent job. Adelaide's track now means that F1's other street circuits are now left trailing standard-wise. The Australians have given us precisely the kind of circuit that was missing on the calendar,*" an appreciative Bernie Ecclestone admitted. And he is a man who knows the F1 game inside out.

The Australians' effort to recreate the passion of F1 "down under" was impressive. And it wasn't solely because they had the means, more importantly they had the ways. From the 90 domestic flights flying into Adelaide, on Saturday alone, to the welcoming banners in the streets to the track itself.

And now let's go into the track. Even Niki Lauda, notoriously ungenerous with compliments said, "*Potentially, it's the best street circuit in the world.*" France's Jacques Laffite enthused. "*It's ultra-fantastic!*" Even the non-liker of street circuits, Alain Prost, was forced to admit "*It's marvellous.*" Keke Rosberg who's forged himself a reputation on street circuits added, "*This is the best street circuit I've ever raced on. Everyone's really pleased with it. The one criticism I have to make is that they should iron out those bumps down the straight. The spectators definitely have been given the best strategic viewing points in the world.*" Even the princely circuit of Monaco has taken a bashing.





The Australians staged their Grand Prix in unprecedented style. Never had the F1 boys been so spoilt. Roll on Adelaide 1986!

Mel Hemmerling, the man behind it all, wasn't at all sure two years ago that his project would get off the ground, "*FOCA agreed on the idea of having an Australian GP but they insisted on a long term contract. The government intervened and we've signed for three years with an option for a further four.*"

There was little opposition from the ecologists as no trees had to be felled for the section through the race course. An estimated 6,200 tons of concrete and 6,000 tons of tarmac were brought in for the construction with a capital investment of some $5m dollars for the track itself, a further $12m for all the facilities and yet another $15m to bring the F1 circus over. "*Yes, we have spent a lot of money,*" Mr Hemmerling agreed. "*This year we hope to break even and hopefully we'll start making a profit as from 1986 as there won't be any need to invest into building more basic structures.*" Gate money came to an astonishing $10m as 120,000 spectators flocked to the circuit and the catering trade had a bonanza weekend.

Out on the track, though, the story was a different one. With temperatures in the 30°C the too-new track wasn't giving any grip. The show was great for spectators as the drivers swung their rear wheels round the turns but they themselves weren't very appreciative. "*It's impossible to accelerate down the straight, the wheels just spin!*" exclaimed a frustrated Philippe Streiff. "*The grip we get changes from one moment to the next,*" explained Prost.

Rosberg and Senna, on the other hand, still managed to dazzle their opposition although the Finn suggested that, "*we start the race under the yellow flags because it would be a shame if five cars were eliminated at the first turn...*"

Tyre choice, naturally, was tricky. Lack of grip meant that the front tyres were long in reaching their ideal working temperatures, with the rear wheels spinning through the gears to fourth and wearing after a single lap. The only remedy was to fit hard tyres to the rear, capable of lasting at least fifteen laps and have three sets of soft fronts, with the risk of the rear tyres wearing right through resulting in a blow out. Prost was the victim of one such puncture during the second timed session. With cars spinning right, left and centre and riding over the kerbs, teams such as Toleman and Lotus opted for artificially heating their fronts.

Eddie Cheever and Riccardo Patrese found the track much to their liking and found themselves in 5th and 6th position on Friday. "*We're getting so little in the way of grip off this track that the guys with the hyper-powerful engines can't do any better than us with our less powerful cars. I'm convinced they'd do better if they turned down the turbo boost a bit,*" commented the American from Rome.

"*I just hope that for the last race of the season that I'll be on the rostrum,*" a delighted Michele Alboreto said.

Pole Position man Senna was the first to admit that he'd taken a number of risks to get his spot. "*It's given me more satisfaction to be on pole here than anywhere else. Especially in view of the first chicane. But the race is going to be long. Very long, for the tyres, the engines and for us. Physically, the circuit is really tiring and it's also very hot in the cockpit...*"

The keys to success would be patience, caution and luck. ■

Renault's fantastic F1 adventure is all over. The team's circus friends pose for a farewell snap

Patrick Tambay seen for the last time at the wheel of Renault No 15

A light breeze fanned the 120,000 spectators that had come to Adelaide's new F1 circuit. As usual, the final tyre choice was made at the last minute. Patrese, unlike most of his colleagues, had opted for hard compounds and de Angelis had asked for mixed hard tyres on his right wheels and soft rubber for the left. The Italian Lotus driver stalled on the dummy grid. The rules clearly stipulate that should this happen, the driver must start the race from the back of the final grid. "*I forgot that clause,*" Elio admitted humbly, his head hung low.

20 LAPS

Rosberg 29m 14.315s; Senna 29m 23.398s; Surer 29m 32.385s; Prost 29m 33.882s; Lauda 29m 51.380s; Alboreto 30m 03.046s; Tambay 30m 05.639s; Streiff 30m 06.423s; Boutsen 30m 12.223s; Capelli 30m 27.041s; Warwick 30m 31.592s; Berger 30m 33.346s; Johansson 30m 35.544s; Patrese 19 laps; Rothegatter 19 laps, Ghinzani 19 laps; Laffite 19 laps; Fabi 19 laps; de Angelis 18 laps; Jones 18 laps; Martini 17 laps.

Surprisingly, as the cars roared off at the 2pm start, Senna was beaten off the line by Nigel Mansell. Rosberg, Alboreto and Prost followed the leading pair as they went neck and neck into the first turn, neither man prepared to let the other through first. Mansell found himself squeezed out roughly as the Lotus gave him a hard thump. The Briton managed another lap but was forced into retirement with serious damage to the suspension and transmission.

Rosberg found himself in the lead and pulled away from his followers to establish a cushion of 2.18s by lap 11. Ayrton Senna was unable to keep up the flying Finn's tremendous pace and dropped back. Alboreto was lying third, with Prost a cautious 4th. On lap 7, Austria's up and coming star, Gerhard Berger, slipped past the new World Champion and it was only because he stopped for a wheel change on his Arrows that the Frenchman took back his place on lap 10.

Further back, Surer was leading a pack made up of de Angelis (before his disqualification), Piquet, Tambay, Boutsen, Warwick, and much further away, Lauda, Johansson, with Laffite in 16th position after a wheel change to remedy chronic vibration problems on his Ligier.

Rosberg had succeeded in widening his gap on Senna to 3.30s by lap 12. After Berger's early pitstop, Laffite, Tambay and Alboreto stopped for fresh tyres. Once they had been in and out, the French Renault driver joined the field in 13th position. The Ferrari driver dropped down from 3rd to 11th which meant that Prost found himself instantly promoted to 3rd, 15.02s behind the leading Williams.

Marc Surer was hard on the McLaren's heels and the two cars stayed as one thoughout five laps until the Swiss made a daring and successful move to get past the red and white McLaren. The Brabham moved away effortlessly to pursue its chase after the leaders, 18.07s ahead.

Behind, the Swiss's team mate, Nelson Piquet, pulled out with electrical problems. Cheever and Jones both had their engines blown. Most astonishing of all was Philippe Streiff in 7th place on lap 21 and fighting hard to stay ahead of Boutsen.

Ayrton Senna (Lotus No 12) provided some exhilerating if hazardous action

Spectators began filling the circuit for qualifying and by race time a good 120,000 had gathered to watch the colourful show

Keke Rosberg's 10s-lead on Senna was still looking strong but Surer speeded up the pace a little when he felt Alain Prost gaining ground behind him and established a provisional lap record. Not to be outdone, Prost turned up the boost knob to get past the Brabham, something his TAG engine didn't appreciate at all. The waste gate valve jammed under the strain and out went the McLaren in a puff of thick white smoke.

Ligier's new boy, Philippe Streiff, was instantly in the points, but a good 1m 06.40s behind the leader, but only 5s behind Alboreto.

40 LAPS

Rosberg 58m 00.192s; Senna 58m 00.514s; Surer 58m 40.246s; Lauda 58m 47.566s; Alboreto 39 laps; Streiff 39 laps; Warwick 39 laps; Laffite 39 laps; Capelli 39 laps; Berger 39 laps; Johansson 39 laps; Fabi 38 laps; Rothengatter 38 laps; Boutsen 37 laps; Martini 36 laps; Patrese 35 laps.

Meanwhile, Senna was reeling in Rosberg and by lap 31 had narrowed the gap to 4.21s. On the following lap the young Brazilian went wide over the kerbing and out onto the dirt in impressive fashion, dust billowing out from behind the Lotus. With a new record on lap 33, the Lotus was inexorably gaining on the Williams. Senna in his fury, tried every move he knew to get past the Finn on lap 34. He went straight on at the chicane and over the ramp, landing on all four wheels some metres away. Miraculously, he continued on his way, catching a plastic bag in his left side pod but was then conceding 3.78s to Rosberg.

Highly motivated, Ayrton improved on his lap record and succeeded in bridging the gap between himself and Rosberg to wage another war, this time amongst the back markers. Alboreto saw Rosberg in his mirrors and moved over. When Senna loomed into view, the Italian slammed the door shut in his face. Revenge? By lap 41, Senna was glued to the Williams's gearbox. This time, Rosberg eased off the pedal as he was about to go into the pits and in his blind fury, Senna collided with the yellow car, losing a front moustache in the process. The violent shove from behind meant that Rosberg missed the pitlane entrance.

Senna inherited the lead on the next lap when Keke managed to get back for a set of fresh tyres and streaked away to build up a 19.25s cushion. It was as though the Brazilian was possessed that day as he attacked hard all the way until he flunked the chicane again and rallied a considerable distance through the dirt in front of the grandstand spectators losing the other moustache. His lead on Rosberg shrunk to 7.38s He went back to the pits where he was delayed 26.49s, much to the advantage of Rosberg and Lauda.

60 LAPS

Senna 1 hour 27m 38.753s; Rosberg 1 hour 27m 42.103s; Alboreto 1 hour 28m 13.623s; Laffite 1 hour 28m 51.126s; Streiff 59 laps; Capelli 59 laps; Berger 59 laps; Johansson 58 laps; Rothengatter 57 laps; Martini 56 laps.

Yes, the wily "rat" almost finished his career in beauty. Rosberg was virtually uncatchable, but Senna was still as possessed when he rejoined the race behind Lauda. He made quick work of the McLaren and then proceeded to pull in the Williams 32.34s ahead! By lap 52, there were only 26.08s between the two men. Rosberg had to stop for another tyre change and Senna found himself back in the lead, 2.37s ahead of Lauda. Out there alone, the Brazilian lost his concentration and Lauda was quick to gobble up the Lotus and snatch the lead on lap 56. But not for long. The McLaren's brakes had overheated and just as Lauda went into the right hander before the long straight, the front left disc jammed. The triple world champion's car slid off the track and gave the wall there a hard knock. Much to the pleasure of Senna who found himself back in the lead.

But, it was proving all too much for the Renault engine which collapsed under the strain. The Brazilian had to admit defeat and bear up to the fact that it would be Rosberg, not him.

80 LAPS

Rosberg 1 hour 57m 38.146s; Laffite 1 hour 58m 14.215s; Streiff 1 hour 58m 14.540s; Capelli 79 laps; Johansson 79 laps; Berger 79 laps; Rothengatter 76 laps; Martini 76 laps.

Behind, Boutsen, Surer, Warwick and Alboreto had all bowed out, with Jacques Laffite now lying 2nd and team mate Philippe Streiff not far behind. The veteran Ligier driver eased up on the pace in compliance with his pits' instructions and Streiff homed in on him so that by lap 81 they were wheel to wheel! And Streiff was going for his own team mate!! It seemed absolutely senseless that the younger Frenchman would actually go so far as to attempt to get past Laffite. But he did! Not pleased with how Streiff was behaving, Laffite slammed the door shut, but his younger team mate, in his eagerness, almost threw the team's chances out the window as he pursued his attack. Streiff drove his front left wheel over the top of his team mate's rear right wheel. A useless and utterly immature manœuvre that could have had much more serious consequences. Laffite was fortunate in that his car was undamaged, but Streiff's wheel was ripped off in the prank and he completed the last lap on three wheels.

Not the way to earn yourself a good name in F1.

Alan Jones (Lola-Hart) raced before his home crowd. "And it's getting better all the time..."

LAP BY LAP

F1: AUSTRALIAN GRAND PRIX

GRID POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
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79	6	26	25	4	28	17																				
80	6	26	25	4	28	17																				
81	6	26	25	4	28	17																				
82	6	26	25																							

■ Starting grid position
□ On leader's lap
▒ 1 lap or more behind leader
■ Pitstop
■ Retired in the pits
■ Retired on the track

PITSTOPS

Lap 1: **Mansell** stopped to check transmission following incident with Senna.
Lap 3: **Brundle**, stopped for 32 laps to repair electrics.
Lap 7: **Laffite**, vibration problems because of tyres.
Lap 19: **De Angelis** black flagged to pits.
Lap 20: **Patrese**, first of many pitstops to get engine seen to.
Lap 44: **Senna**, replaced front wings.

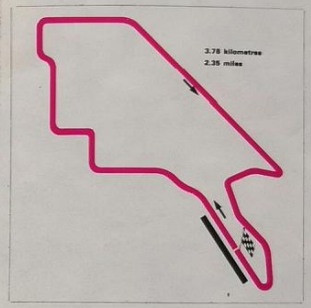
RETIREMENTS

Lap 2: **Mansell**, damaged transmission.
Lap 6: **Cheever**, engine failure.
Lap 15: **Piquet**, short circuit and fire.
Lap 21: **Tambay**, differential.
Lap 27: **Prost**, engine.
Lap 29: **Ghinzani**, clutch.
Lap 38: **Boutsen**, oil leak, spun off, small fire.
Lap 41: **Fabi**, engine.
Lap 43: **Surer**, slowed down because of puncture and stalled.
Patrese, engine failure.
Lap 57: **Warwick**, gearbox.
Lap 58: **Lauda**, off.
Lap 76: **Senna**, engine failure.
Alboreto, gear linkage.

STATISTICS

AUSTRALIAN GRAND PRIX

Round sixteen, the last of the 1985 F1 World Championship.
Date: November 3, 1985.
Circuit: Adelaide.
Track Length: 3.780 km/2.362 miles.
Race Distance: 82 laps or 309.796 km/193.622 miles.
Weather: Hot and sunny.
Attendance: 120,000
Qualifying: 25. **Qualified:** 25. **Starters:** 25. **Finishers:** 9. **Classified:** 8.



SUCCESSIVE LEADERS

Laps 1-41: **Rosberg**
Laps 42-43: **Senna**
Laps 44-52: **Rosberg**
Laps 53-55: **Senna**
Laps 56-57: **Lauda**
Laps 58-61: **Senna**
Laps 62-82: **Rosberg**

INCIDENTS

Lap 1: **Senna** and **Mansell** tangled.
Lap 5: **Martini**, shunted and track marshals retained him for two laps.
Lap 42: **Rosberg** and **Senna** tangled.
Lap 43: **Senna** (minus front right wing) went off.
Lap 76: **Berger** shunted but was able to continue.
Lap 81: **Streiff** rode up over **Laffite's** rear right wheel, both cars continued until the flag.

STARTING GRID

Senna
Lotus-Renault
1m 19.84s

Rosberg
Williams-Honda
1m 21.88s

Alboreto
Ferrari
1m 22.33s

Berger
Arrows-BMW
1m 22.59s

Piquet
Brabham-BMW
1m 22.71s

Boutsen
Arrows-BMW
1m 23.19s

Cheever
Alfa Romeo
1m 23.39s

Johansson
Ferrari
1m 23.90s

Brundle
Tyrrell-Renault
1m 24.24s

Jones
Lola-Hart
1m 24.36s

Ghinzani
Toleman-Hart
1m 25.02s

Martini
Minardi-MM
1m 27.19s

Rothengatter
Osella-Alfa Romeo
1m 30.31s.

Mansell
Williams-Honda
1m 20.53s

Prost
McLaren-TAG
1m 21.88s

Surer
Brabham-BMW
1m 22.56s

Tambay
Renault
1m 22.68s

De Angelis
Lotus-Renault
1m 23.07s

Warwick
Renault
1m 23.42s

Patrese
Alfa Romeo
1m 23.75s

Lauda
McLaren-TAG
1m 23.90s

Streiff
Ligier-Renault
1m 24.28s

Laffite
Ligier-Renault
1m 24.83s

Capelli
Tyrrell-Renault
1m 27.12s

Fabi
Toleman-Hart
1m 28.11s

DRIVERS' WORLD CHAMPIONSHIP POINTS

(Final results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland, Italy, Belgium, Europe, South Africa and Australia.)

1. Prost	9 0 0 9 4 0 4 9 6 9 6 9 4 (3) 4 0	= 73
2. Alboreto	6 6 0 6 6 9 4 0 6 9 4 3 0 0 0 0 0	= 53
3. Rosberg	0 0 0 0 3 9 6 0 0 0 0 0 3 4 6 9	= 40
4. Senna	0 9 0 0 0 0 0 0 0 6 4 4 9 6 0 0	= 38
5. De Angelis	4 3 9 4 2 2 2 0 0 2 2 1 0 2 0 0	= 33
6. Mansell	0 2 2 0 1 0 0 0 1 0 1 0 6 9 9 0	= 31
7. Johansson	0 0 1 0 6 6 3 0 0 3 0 2 0 0 3 2	= 26
8. Piquet	0 0 0 0 0 1 9 3 0 0 0 6 2 0 0 0	= 21
9. Laffite	1 0 0 1 0 0 0 4 4 0 0 0 0 0 0 -	= 16
10. Lauda	0 0 3 0 0 0 0 0 2 0 9 0 - - 0 0	= 14
11. Tambay	2 4 4 0 0 0 1 0 0 0 0 0 0 0 0 -	= 11
Boutsen	0 0 6 0 0 0 0 0 3 0 0 0 0 1 1 0	= 11
13. Surer	0 0 0 0 0 0 0 1 0 1 0 3 0 0 0 -	= 5
Warwick	0 0 0 2 0 0 0 2 0 0 0 0 1 0 0 -	= 5
15. Bellof	- 1 0 0 0 3 0 0 0 0 0 - - - - -	= 4
Streiff	- - - - - - - - - - - - 0 0 0 4	= 4
17. De Cesaris	0 0 0 3 0 0 0 0 0 0 0 - - - - -	= 3
Arnoux	3 0 - - - - - - - - - - - - - -	= 3
Berger	0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 1	= 3
Capelli	- - - - - - - - - - - - - 0 - 3	= 3

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

(Final results after Brazil, Portugal, San Marino, Monaco, Canada, Detroit, France, Great Britain, Germany, Austria, Holland, Italy, Belgium, Europe, South Africa and Australia.)

1. McLaren	9 0 3 9 4 0 4 9 8 9 15 9 4 3 4 0	= 90
2. Ferrari	9 6 1 6 15 10 3 6 9 7 3 2 0 0 3 2	= 82
3. Lotus	4 12 9 3 2 2 2 0 0 8 6 4 9 8 0 0	= 71
Williams	0 2 2 0 4 9 6 0 1 0 1 0 9 13 15 9	= 71
5. Brabham	0 0 0 0 0 1 9 4 0 1 0 9 2 0 0 0	= 26
6. Ligier	1 0 0 4 0 0 0 4 4 0 0 0 0 0 0 -	= 23
7. Renault	2 4 4 2 0 0 1 2 0 0 0 0 1 0 - 0	= 16
8. Arrows	0 0 6 0 0 0 0 3 0 0 0 1 3 1 =	14
9. Tyrrell	0 1 0 0 0 3 0 0 0 0 0 0 0 0 3 =	7

DRIVERS, TEAMS, CONSTRUCTORS, QUALIFYING TIMES

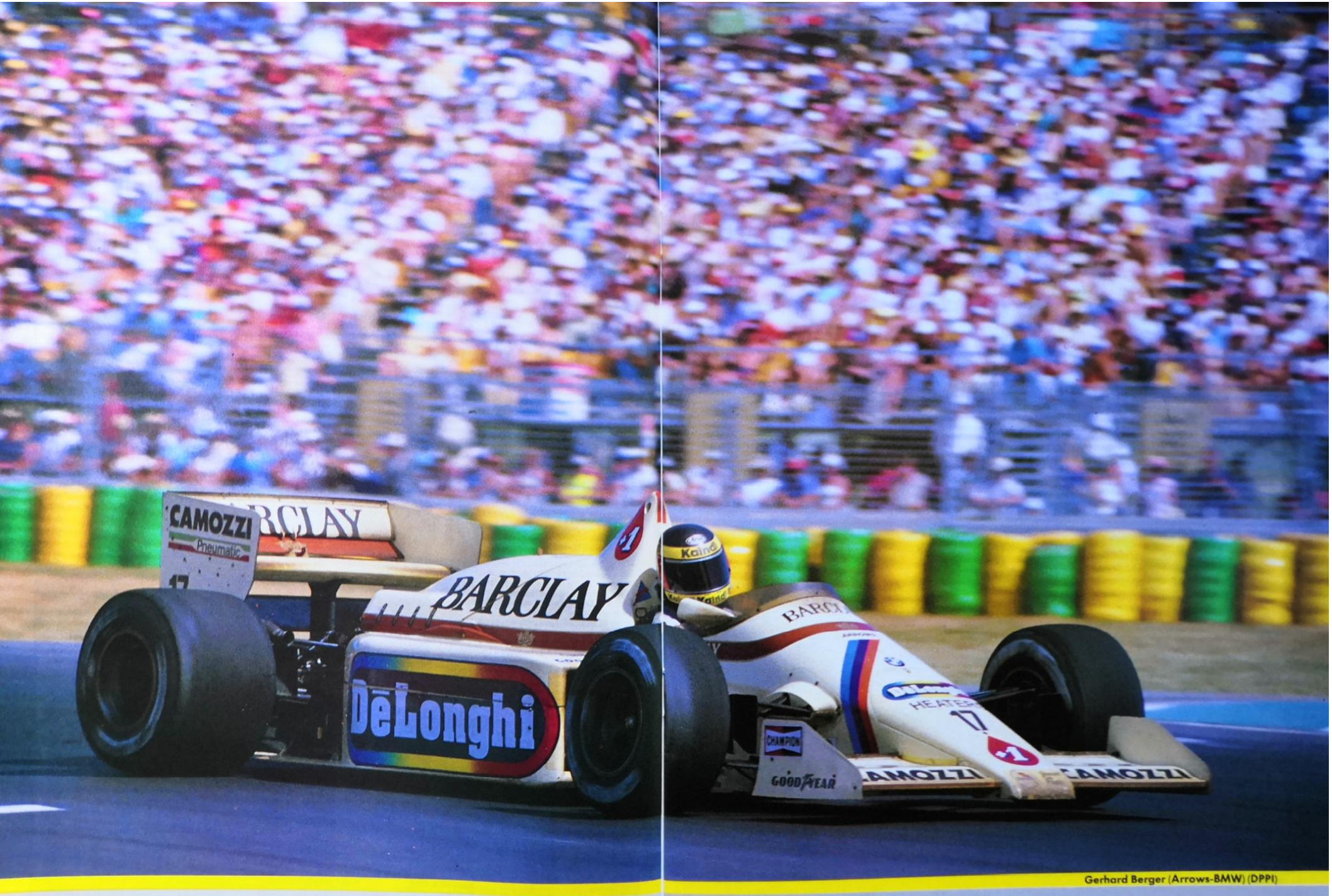
DRIVERS	TEAMS	CONSTRUCTORS		
1. Lauda	McLaren International	McLaren-TAG/MP4-2B/4 (T:MP4-2B/4)	1m 24.691s	1m 23.941s
2. Prost	McLaren International	McLaren-TAG/MP4-2B/3	1m 23.943s	1m 21.889s
3. Brundle	Tyrrell Racing Org Ltd	Tyrrell-Renault 014/03	1m 25.646s	1m 24.241s
4. Capelli	Tyrrell Racing Org Ltd	Tyrrell-Renault 014/2	1m 27.120s	—
5. Mansell	Williams Racing Team	Williams-Honda FW 10/B01 (T: FW/03)	1m 22.564s	1m 20.537s
6. Rosberg	Williams Racing Team	Williams-Honda FW 10/802	1m 22.402s	1m 21.887s
7. Piquet	Brabham MRD	Brabham-BMW BT54/7 (T: BT54/9)	1m 23.018s	1m 22.718s
8. Surer	Brabham MRD	Brabham-BMW BT54/6	1m 24.404s	1m 22.561s
11. De Angelis	John Player Sp Team Lotus	Lotus-Renault 97T/3 (T: 97T/2)	1m 24.543s	1m 23.077s
12. Senna	John Player Sp Team Lotus	Lotus-Renault 97T/4	1m 22.403s	1m 19.843s
15. Tambay	Equipe Renault Elf	Renault RE 60B/08 (T: 60B/05)	1m 25.173s	1m 22.683s
16. Warwick	Equipe Renault Elf	Renault RE 60B/03	1m 24.372s	1m 23.426s
17. Berger	Arrows Racing Team Ltd	Arrows BMW A8/3 (T: A8/5)	1m 25.362s	1m 22.592s
18. Boutsen	Arrows Racing Team Ltd	Arrows-BMW A8/4	1m 23.960s	1m 23.196s
19. Fabi T.	Toleman Group Ltd	Toleman-Hart TG 185/05 (T: TG 185/03)	1m 28.261s	1m 28.110s
20. Ghinzani	Toleman Group Ltd	Toleman-Hart TG 185/04	1m 25.021s	1m 26.630s
22. Patrese	Benetton Euroracing	Alfa Romeo 185T/3 (T: 185T/2)	1m 23.758s	1m 24.128s
23. Cheever	Benetton Euroracing	Alfa Romeo 185T/1	1m 23.597s	1m 24.295s
24. Rothengatter	Osella Squadra Corse	Osella Alfa FA1-G1/85-2	1m 30.319s	—
25. Streiff	Ligier Sport	Ligier Renault JS25/04 (T: JS25/01)	1m 26.618s	1m 24.286s
26. Laffite	Ligier Sport	Ligier Renault JS25/04	1m 26.972s	1m 24.830s
27. Alboreto	Ferrari SpA	Ferrari 156B/85B-086 (T: 156/85-B/083)	1m 24.666s	1m 22.337s
28. Johansson	Ferrari SpA	Ferrari 156B/85-B/084	1m 24.732s	1m 23.902s
29. Martini	Minardi Team SpA	Minardi Moderni M 185/003	1m 27.196s	1m 27.402s
33. Jones	Beatrice	Beatrice-Hart THL 1/002	1m 25.780s	1m 24.369s

FINAL RESULTS

1. **Rosberg** (Williams-Honda) **82 laps or 309.796 km/193.622 miles in 2 hours 0m 40.47s at an average speed of 154.032 kph/96.27 mph.**
2. Laffite (Ligier-Renault) 2 hours 01m 27.00s.
3. Streiff (Ligier-Renault) 2 hours 02m 19.00s.
4. Capelli (Tyrrell-Renault) 81 laps.
5. Johansson (Ferrari) 81 laps.
6. Berger (Arrows-BMW) 81 laps.
7. Rothengatter (Osella Alfa Romeo) 78 laps.
8. Martini (Minardi MM) 78 laps.

Not Classified: Brundle (Tyrrell-Renault) 49 laps.

Track Lap Record: Rosberg (Williams-Honda) 1m 23.75s at an average speed of 162.382 kph/101.488 mph.



Gerhard Berger (Arrows-BMW) (DPPI)

AUSTRIA'S NEW STAR HAS BEEN ON THE UP AND UP ALL SEASON. BERGER SHOWED HIS FLAIR BEFORE A FULL HOUSE IN ADELAIDE

1985 FORMULA ONE WORLD CHAMPIONSHIP

There was little doubt when Ferrari's and Alboreto's problems began at the Italian Grand Prix as to who would clinch the 1985 Formula One titles at the end of the season. McLaren obtained their third World Championship Crown and Alain Prost his first.
Renowned for its outstanding reliability and relatively low fuel requirements, the TAG Porsche engine, once again, proved its superiority. Alain Prost (at last) shook off the jinx which has twice prevented him from winning the series (once with Renault and last season with McLaren).
It was a gruelling year for the "Commandatore" Enzo Ferrari and the Scuderia and the outlook is not especially bright. For the Williams-Honda outfit, on the other hand, after their string of sensational end-of-season results obtained by drivers Nigel Mansell and Keke Rosberg, the future augurs a higher success rate and more. Renault's internal political problems had disastrous consequences on the Régie's team, although the French V6 engine proved its competitiveness in the Lotus chassis and, towards the end of the season, with Ligier. It appears, after much haranguing, that the small French constructor will finally get Renault power for 1986.
The Brabham-BMW line-up must be mentioned too, more for its outstanding performances during the pole position setting sessions when the turbo boost knob is turned up to enable the German engine to develop over 1000 bhp!, although the British team's rostrum appearances were not frequent. But you can't expect to have your cake and eat it!

THE OLD AND THE NEW

Prost had come close to hitting the jackpot on a number of occasions. Visions of the World Crown had been haunting him ever since he drove for Renault. Lauda is retiring from Formula One without having beaten the record of most Grands Prix wins, whereas Prost is aiming at scoring at least 27 World Championship victories during his career...
This season has confirmed the undeniable talents of the Brazilian Ayrton Senna, bringing him to the notice of the world's motor racing enthusiasts. Twenty four year-old Senna was a regular protagonist. His exciting and breathtaking style has convinced even the most dire of sceptics of his talents. Some are even hailing him as another Gilles Villeneuve.
Arnoux and de Cesaris were fired and some drivers, like Alan Jones, who've now returned to F1 racing, will certainly admit that the circus new boys are a rather impetuous bunch (like Philippe Streiff who was put on the blacklist after colliding with team mate Laffite in Adelaide).
McLaren have signed on Keke Rosberg to race alongside Alain Prost next year and are rated as strong 1986 Championship favourites together with Williams (Piquet and Mansell racing) and Lotus (Ayrton Senna and perhaps Britain's Derek Warwick). Gordon Murray is busily employed in working on the new Brabham BT55 which, rumour has it, will feature revolutionary modifications.

F1 SUPER STAR

Formula One has consolidated its position as the leading international motor racing series as a result of the suspense that is carefully planned to last all season and the increasing interest shown by the media and the sponsors. One only has to consider the impact motor racing has with the public at large as well as the number of spectators (figures for admission tickets, surveys) and TV viewers who follow the sport regularly, either on the spot or from the comfort of their sitting room armchairs.
Despite the withdrawal of Michelin and now Renault, Formula One remains one of the world's most popular sports. It appears that each team's chances are steadily becoming more equal, in spite of the differences in technological progress (TAG-Porsche, Honda, BMW, Renault, Ferrari, etc. engines and tyre manufacturers Pirelli and Goodyear). It remains to be seen whether this is true or not in 1986 when the new season kicks off in March, minus South Africa on the calendar and with the addition of venues such as Hungary...

1985 RESULTS

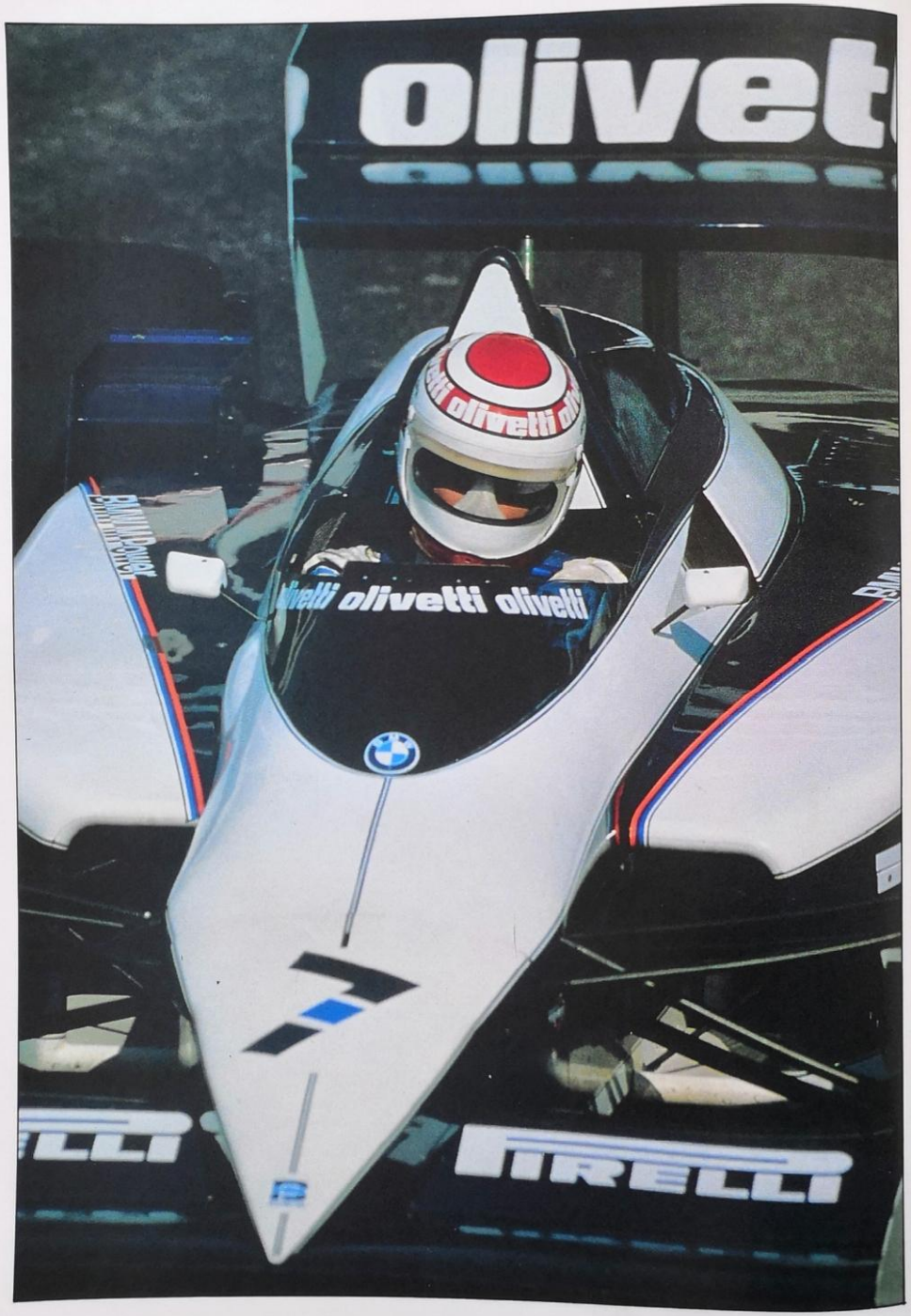
GRAND PRIX	DATE	POLE POSITION	SUCCESSIVE LEADERS (LAPS)	WINNER	TRACK RECORD
BRAZIL Jacarepagua	April 7 Hot and sunny	Alboreto (Ferrari 156/85) 1m 27.768s	1-9: Rosberg, 10-17: Alboreto; 18-61: Prost	Prost (McLaren TAG MP4) 1 hour 41m 26. 115s	1985 : Prost (McLaren TAG MP4) *1m 36.499s
PORTUGAL Estoril	April 21 Wet	Senna (Lotus-Renault 97T/2) 1m 21.007s	1-67: Senna	Senna (Lotus-Renault) 2 hours 00m 28.006s	1984: Lauda (McLaren TAG MP4) 1m 22.966s
SAN MARINO Imola	May 4 Hot and dry	Senna (Lotus-Renault 97T/2) 1m 27.327s	1-56: Senna; 57: Johansson; 58-60: Prost	De Angelis (Lotus-Renault) 1 hour 34m 35.955s Prost (McLaren TAG MP4) was disqualified, his car weighed in at 538 kilos instead of 540 kilos)	1985 : Alboreto (Ferrari 156/85) *1m 30.961s
MONACO Monte Carlo	May 19 Wet for last two laps	Senna (Lotus-Renault 97T/4) 1m 20.450s	1-13: Senna; 14-17: Alboreto; 18-23: Prost; 24-31: Alboreto; 32-78: Prost	Prost (McLaren TAG MP4) 1 hour 51m 58.035s	1985 : Alboreto (Ferrari 156/85) *1m 22.637s
CANADA Montreal	June 16 Cloudy and damp	de Angelis (Lotus-Renault 97T/3) 1m 24.56s	1-15 de Angelis; 16-70: Alboreto	Alboreto (Ferrari 165/85) 1 hour 46m 01.813s	1985 : Senna (Lotus-Renault) *1m 27.445s
DETROIT	June 23 Hot and sunny	Senna (Lotus-Renault 97T/4) 1m 42.051s	1-7: Senna; 8-63: Rosberg	Rosberg (Williams-Honda FW10) 1 hour 55m 39.851s	1985 : Senna (Lotus-Renault) *1m 45.612s
FRANCE Paul Ricard	July 7 Hot and sunny	Rosberg (Williams-Honda FW10 04) 1m 31.462s	1-10: Rosberg; 11-53: Piquet	Piquet (Brabham BT54) 1 hour 31m 46.26s	1985 : Rosberg (Williams-Honda) *1m 39.914s
GREAT BRITAIN Silverstone	July 21 Overcast	Rosberg (Williams-Honda FW10 04) 1m 05.591s	1-57: Senna; 58: Prost; 59: Senna; 60-65: Prost	Prost (McLaren TAG MP4) 1 hour 18m 10.436s	1985 : Prost (McLaren TAG MP4) *1m 09.886s
GERMANY Nurburgring	August 4 Cloudy, cold wind	Fabi (Toleman-Hart TG 185) 1m 17.429s	1-15: Rosberg; 16-26: Senna; 27-44: Rosberg; 45-67: Alboreto	Alboreto (Ferrari 156/85) 1 hour 35m 31.337s	1985 : Lauda (McLaren TAG MP4) 1m 22.806s
AUSTRIA Zeltweg	August 18 Cool and overcast	Prost (McLaren TAG MP4-2B) 1m 25.490s	1-25: Prost; 26-39: Lauda; 40-52: Prost	Prost (McLaren TAG MP4) 1 hour 20m 12.583s	1980: Arnoux (Renault RE 20) 1m 32.53s
HOLLAND Zandvoort	August 25 Clear sky, strong wind	Piquet (Brabham-BMW BT 54) 1m 11.074s	1-19: Rosberg; 20-33: Prost; 34-70: Lauda	Lauda (McLaren TAG MP4) 1 hour 32m 28.263s	1985 : Prost (McLaren TAG MP4) 1m 16.538s
ITALY Monza	September 8 Hot and stuffy	Piquet (Brabham-BMW BT54) 1m 11.074s	1-28: Rosberg; 29-39: Prost; 40-44: Rosberg; 45-51: Prost	Prost (McLaren TAG MP4) 1 hour 17m 59.45s	1985 : Mansell (Williams-Honda FW10) *1m 28.28s
BELGIUM Spa-Francorchamps	September 15 Wet and dry	Prost (McLaren TAG MP4) 1m 55.30s	1-8: Senna; 9: de Angelis; 10-43: Senna	Senna (Lotus-Renault) 1 hour 34m 19.893s	1985 : Prost (McLaren TAG MP4) *2m 01.730s
EUROPEAN Brands Hatch	October 6 Cloudy	Senna (Lotus-Renault 97T/4) 1m 07.169s	1-8: Senna; 9-75: Mansell	Mansell (Williams-Honda FW10) 1 hour 32m 52.109s	1985 : Laffite (Ligier-Renault) *1m 11.526s
SOUTH AFRICA Kyalami	October 19 Sunny and hot	Mansell (Williams-Honda FW10 03) 1m 02.366s	1-7: Mansell; 8: Rosberg; 9-75: Mansell	Mansell (Williams-Honda FW10) 1 hour 28m 22.86s	1985 : Rosberg (Williams-Honda FW10) *1m 08.14s
AUSTRALIA Adelaide	November 3 Hot and sunny	Senna (Lotus-Renault 97T/4) 1m 19.84s	1-41: Rosberg; 42-43: Senna; 44-52: Rosberg; 53-55: Senna; 56-57: Lauda; 58-61: Senna; 62-82: Rosberg	Rosberg (Williams-Honda) 2 hours 0m 40.47s	1985 : Rosberg (Williams-Honda FW10) *1m 23.75s

*New Track Record

Ferrari and McLaren (above) vied with each other on equal terms until Monza when the Italian team's results began to go downhill.

Alain Prost (below left) saw his efforts crowned with success thanks to the ever-efficient McLaren team.

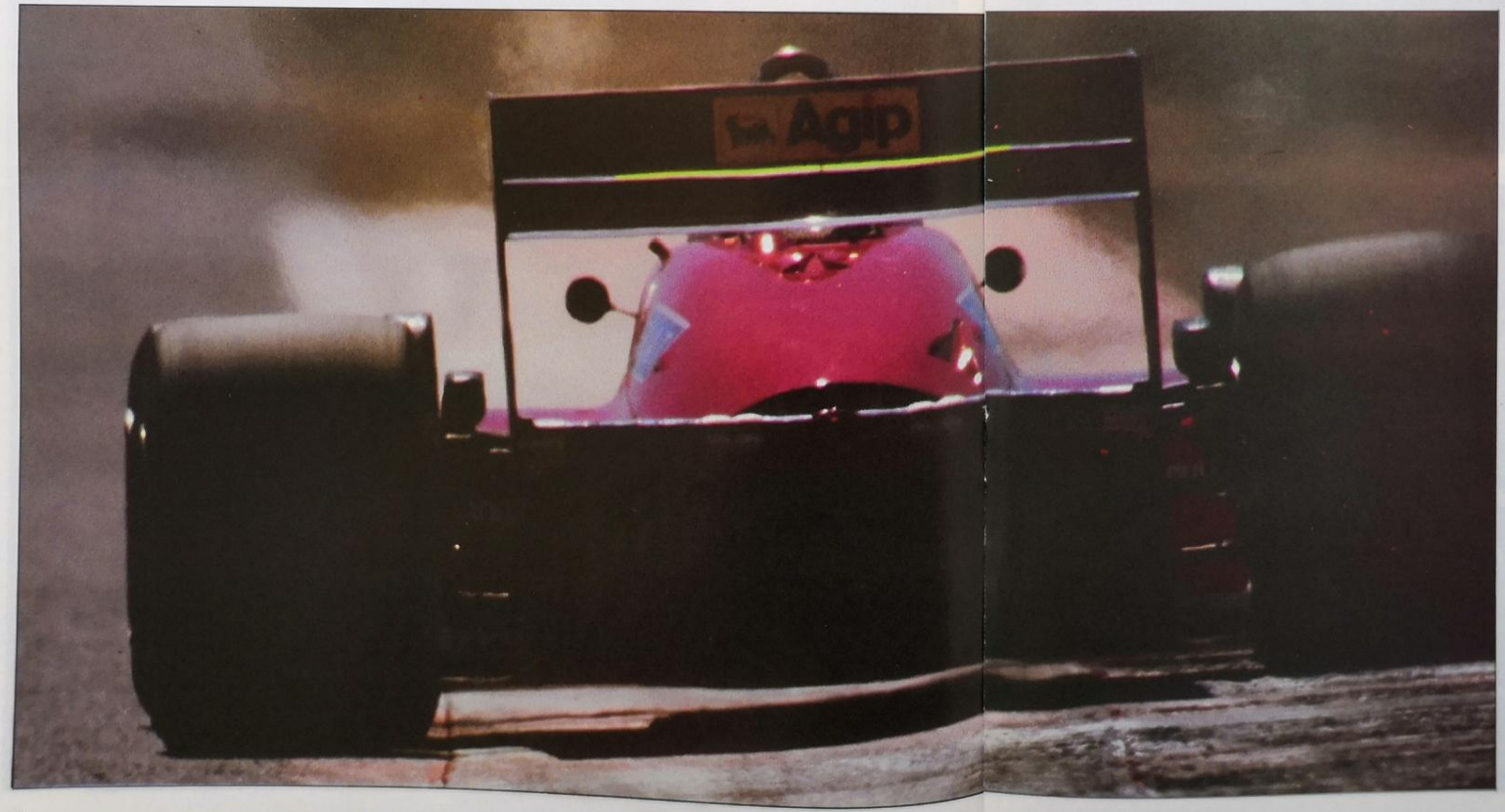
Triple World Champion, Niki Lauda (right), glides out of F1 and back to his other passion — flying planes.



Will faraway hills prove green for Nelson Piquet (left) who leaves Brabham after a very successful seven-year partnership — two World Titles, no less — for Williams?

Piquet and Patrese collided in spectacular fashion during the Monaco GP. Fortunately neither driver was hurt.

Elio de Angelis (below right) was eclipsed by new team mate Ayrton Senna. Team Lotus's success — especially during qualifying — stems from good team organisation and the work of wizard chassis man Gérard Ducarouge.



Ayrton Senna (above left) quickly earned himself a reputation as a quick, if sometimes ruthless, driver during his first full season in F1. The young and impetuous Brazilian will stay on with Lotus next year.

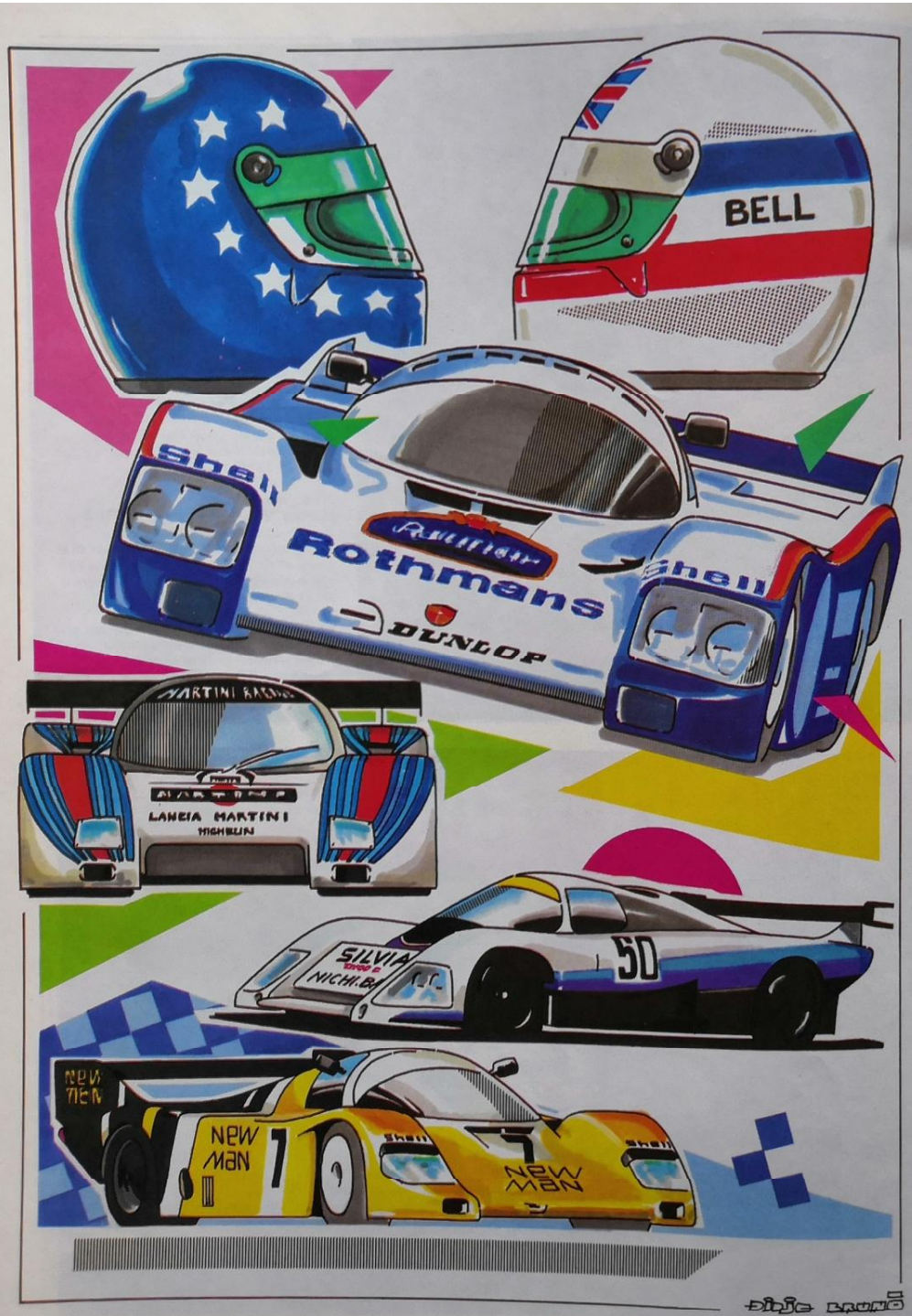
Riccardo Patrese (above right) suffered from reliability problems with the Alfa Romeo engine. Neither he nor team mate Eddie Cheever were able to score a point all season.

Ferrari (below) were in with a chance of winning both Championship Titles until the gremlins reared their ugly heads. Michele Alboreto and Stefan Johansson will be even more determined next year...

A farewell shot of popular Frenchman Patrick Tambay (above) at the wheel of a pesky Renault. The Régie has bid the F1 scene adieu and Patrick will be racing for Lola in 1986.

Keke Rosberg (below right), the daring "Flying Finn", is a man few can beat on street circuits. Consistently quick (as always) this year with Williams, he's signed to race along Alain Prost at McLaren next season.

Jacques Laffite (below left), his old confidence back, was often a points-finisher this season. Rejoining Ligier has obviously done the oldest F1 driver the world of good!



1985 WORLD ENDURANCE CHAMPIONSHIP

Once again, the Rothmans Porsche team were the easy winners of the World Endurance Championship. The 962C was raced to victory four times at the Mugello, Silverstone, Hockenheim and Mosport rounds. Everyone expected Ickx/Mass, the series leaders until the mid-season, to clinch the Drivers' Championship, but it was finally the Derek Bell/Hans Stuck duo, the logical champions' stable mates, who took the crown from under their noses.

The Porsche contingent again dominated the series, whether they were for the factory entrants (Rothmans) or the privateers (Kremer and Joest), as did the new cars (962) or the former models (956). In all, the Stuttgart C1 sportscars notched up a total of ten wins, against only one for Lancia Martini and one for March Nissan.

The much-awaited Jaguars appeared half-way through the season, making a great impression and they came very close to winning. Their season's encouraging results means that they will have to be considered as a very serious threat in the not too distant future. More than likely during 1986. Spice Engineering's Tiga Ford was remarkably well raced by drivers Spice/Bellm in Group C2, with a first Group victory at Mugello in April.

The new lower fuel limit regulations, more often than not, turned the races into economy runs, providing little suspense for spectators or the teams themselves.

It was regrettable that the closing round, staged at Mount Fuji, amounted to an anti-climax, with all the European teams boycotting the race as a result of the atrociously wet conditions. A decision which acted in favour of the March Nissan outfit whose chances of winning were otherwise nigh impossible.

This year's Championship had the teams putting in some "over time" with the adding of the Le Mans 24 Hours to the 1000 km-type races. Porsche's 956 tucked away yet another win under its belt, when the NewMan Joest team guided it to victory on the famous French 24-hour circuit. The German team plotted their strategy with extreme care and cunning to take the chequered flag against all odds.

TRAGIC SEASON

Tragedy struck two German Formula One drivers competing in the WEC: Manfred Winkelhock and Stefan Bellof. A victor at Monza, Winkelhock met with death at Canada's controversial Mosport circuit. The young and highly talented Stefan Bellof lost his life on September 1, on the Belgian circuit of Spa-Francorchamps.

Only two driver combinations led the Drivers' Championship this year. Jacky Ickx and Jochen Mass led the dance with two wins at Mugello and Silverstone, then Derek Bell and Hans Stuck took over after their win at Hockenheim on July 14. With a second place at Silverstone and a third at the Le Mans 24 Hours, they notched up another win at Mosport. A runner-up spot at Spa-Francorchamps, on September 10, confirmed their position as the points table leaders.

It was the Ludwig/Barilla/Winter trio which guided the NewMan Joest Porsche to victory at Le Mans. The only other victories scored by the opposition came from Wollek/Baldi who drove their Lancia Martini to victory at Spa-Francorchamps, with a home win for Japanese competitors Hoshino/Hagiwara/Matsumoto when their main rivals decided not to take part in the decidedly wet Mount Fuji 1000 km.

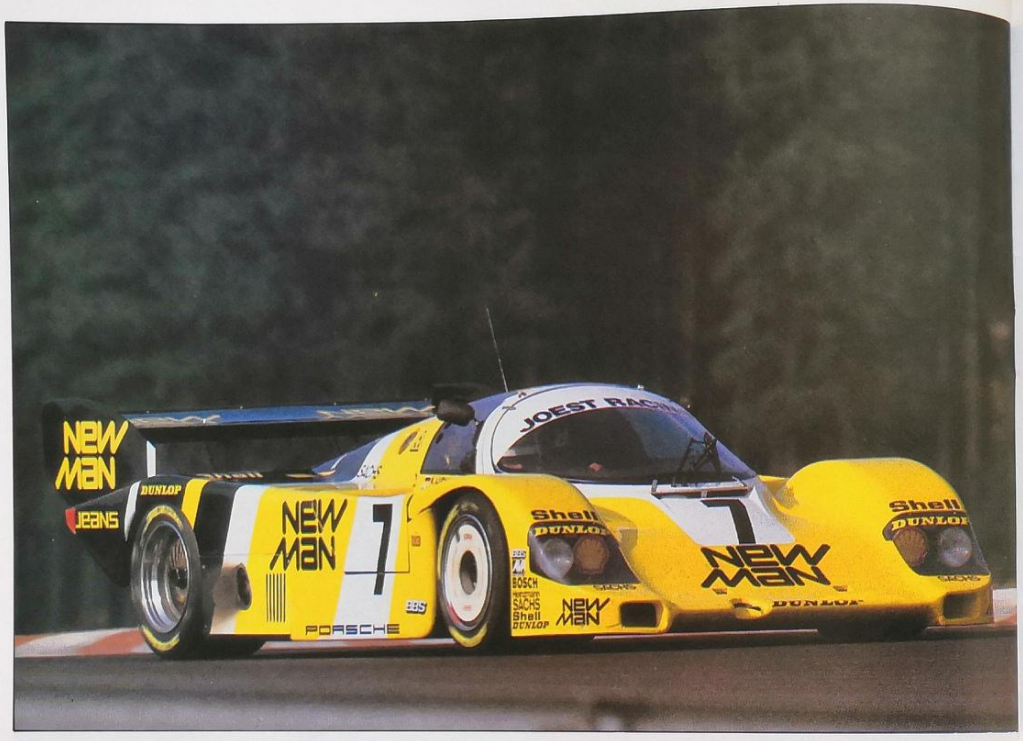
INCREASING INTEREST

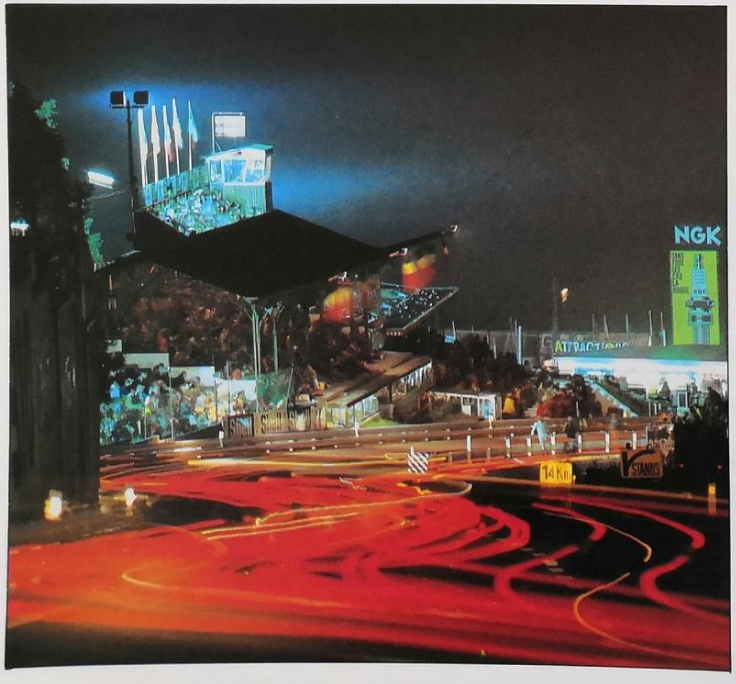
Somewhat ignored by the specialised press and the motor racing public in recent years, the World Endurance Championship had been foresaken as each new round barely differed from the last and the same old faces appeared time and time again. With an increasing number of F1 drivers and new constructors (especially Jaguar) joining the WEC ranks, it looks very much as though Endurance has gained in new-found popularity. And this despite the new fuel regulations which after a first read-through gave the impression they would kill the sport off entirely. It is more than likely that this turn of events for the better will continue throughout the 1986 season. Even if Porsche kicks off as the touts' favourite.

1985 RESULTS

CIRCUITS	DATES	RACE LENGTH	GROUP C QUALIFYING	GROUP C2 QUALIFYING	OVERALL WINNERS	GROUP C2 WINNERS
MUGELLO 1000 KM (D + T)	April 14	5.245 km x 191 laps	Patrese/Nannini (Lancia Martini LC3/85) 1m 39.07s	Finotto/Facetti/Dacco (Alba-Carma) 1m 53.62s	1. Ickx/Mass (Rothmans Porsche 962 C) 5h 59m 52s (166.151 kph)	Spice/Bellm (Spice Tiga GC 85) 175 laps
MONZA 1000 KM (D)	April 28	5.8 km x 173 laps	Patrese/Nannini (Lancia Martini LC3/85) 1m 31.00s	Finotto/Facetti/Dacco (Alba-Carma) 1m 42.22s	1. Winkelhock/Surer (Kremer Porsche 962 C) 4 h 04m 41s (196.264 kph)	Spice/Bellm (Spice Tiga GC 85) 127 laps
SILVERSTONE 1000 KM (D + T)	May 12	4.718 km x 212 laps	Wollek/Baldi (Lancia Martini LC3/85) 1m 12.75s	Wilds/Mallock/Leslie (Ecosse Ford) 1m 24.08s	1. Ickx/Mass (Rothmans Porsche 962 C) 4h 54m 03s (204.110 kph)	Wilds/Mallock/Leslie (Ecosse Ford) 193 laps
LE MANS 24 H (D + T)	June 15/16	13.626 km (24 hours)	Bell/Stuck (Rothmans Porsche 962 C) 3m 14.80s	Finotto/Bertuzzi/Dacco (Alba Carma) 3m 42.62s	1. Ludwig/Barilla/Winter (Joest-Newman Porsche 956) 5,088.507 km (212.021 kph)	Spice/Bellm/Galvin (Spice Tiga GC 85) 311 laps
HOCKENHEIM 1000 KM (D + T)	July 14	7.688 km x 147 laps	Ickx/Mass (Rothmans Porsche 962 C) 1m 55.18s	Spice/Bellm (Spice-Tiga GC 85) 2m 07.30s	1. Bell/Stuck (Rothmans Porsche 962 C) 5h 23m 40s (185.606 kph)	Mallock/Wilds/Leslie (Ecosse Ford) 134 laps
MOSPORT 1000 KM (D + T)	August 11	3.956 km x 253 laps	Bell/Stuck (Rothmans Porsche 962 C) 1m 09.775s	Spice/Bellm (Spice-Tiga GC 85) 1m 18.980s	1. Bell/Stuck (Rothmans Porsche 962 C) 5h 55m 41.988s (170.489 kph)	Spice/Bellm (Spice Tiga GC 85) 231 laps
SPA-FRANCORCHAMPS 1000 KM	September 1	6.940 km x 145 laps	Patrese/Nannini (Lancia Martini LC 85) 2m 05.91s	Spice/Bellm (Spice-Tiga GC 85) 2m 19.60s	1. Wollek/Baldi (Lancia Martini LC3/85) 5h 00m 23s (169.115 kph)	Spice/Bellm (Spice-Tiga GC 85) 112 laps
BRANDS HATCH 1000 KM (D)	September 22	4.213 km x 238 laps	Patrese/Nannini (Lancia Martini LC3/85) 1m 14.66s	Lee/Davey/Crang (Tiga GC 84) 1m 23.28s	1. Stuck/Bell (Rothmans Porsche 962 C) 5 h 34m 26s (179.59 kph)	Mallock/Wilds (Ecosse Ford) 219 laps
MOUNT FUJI 1000 KM (D + T)	October 6	4.410 km x 227 laps* * Shortened to 62 laps	Bell/Stuck (Rothmans Porsche 962 C) 1m 15.92s	Jelinsky/Graham/Dickens (Gebhardt JC 85 3 Ford) 1m 25.47s	1. Hoshino/Hagiwara/Matsumoto (March Nissan G) 62 laps	DID NOT FINISH

D = Drivers' Championship T = Teams' Championship

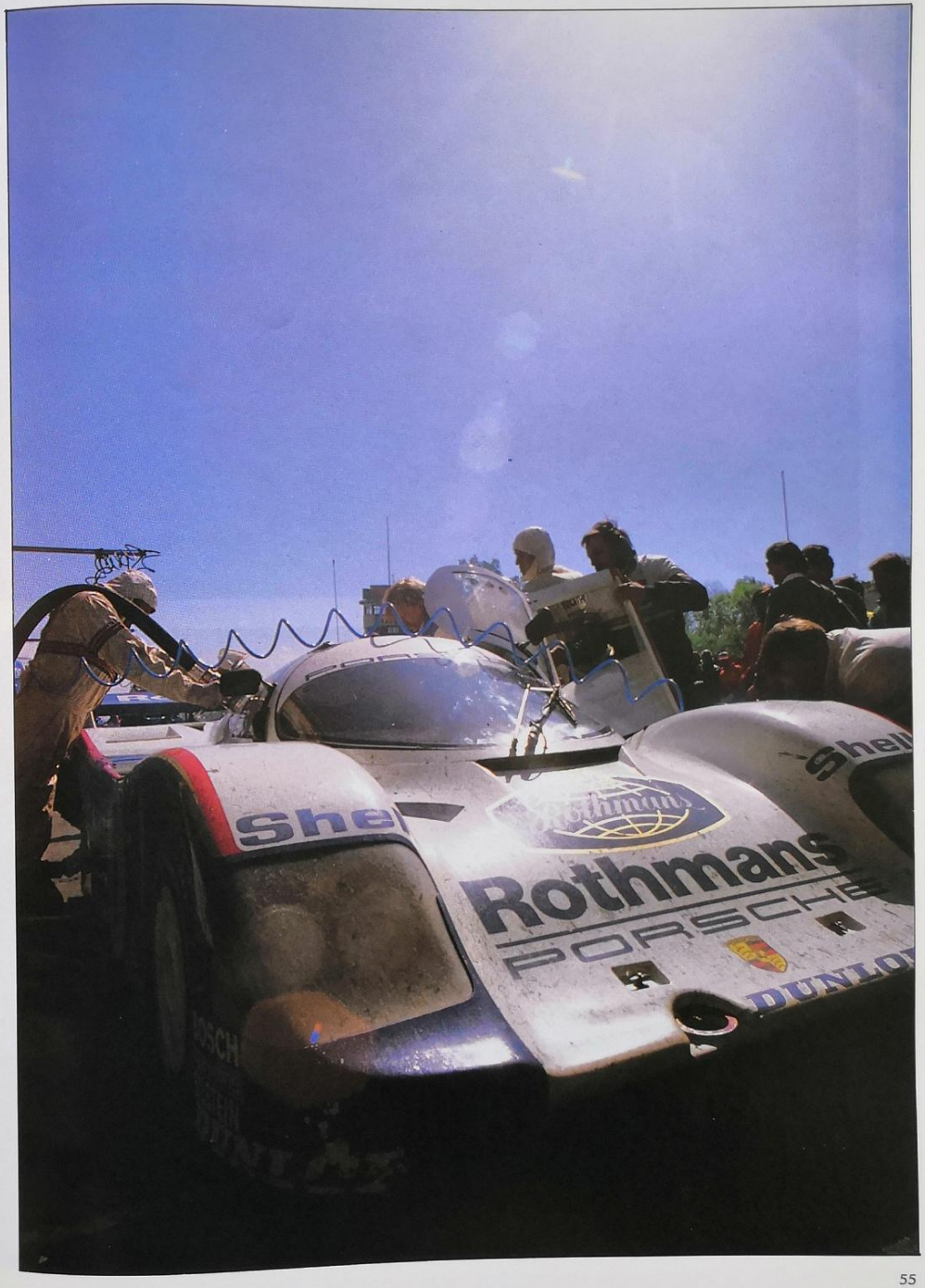


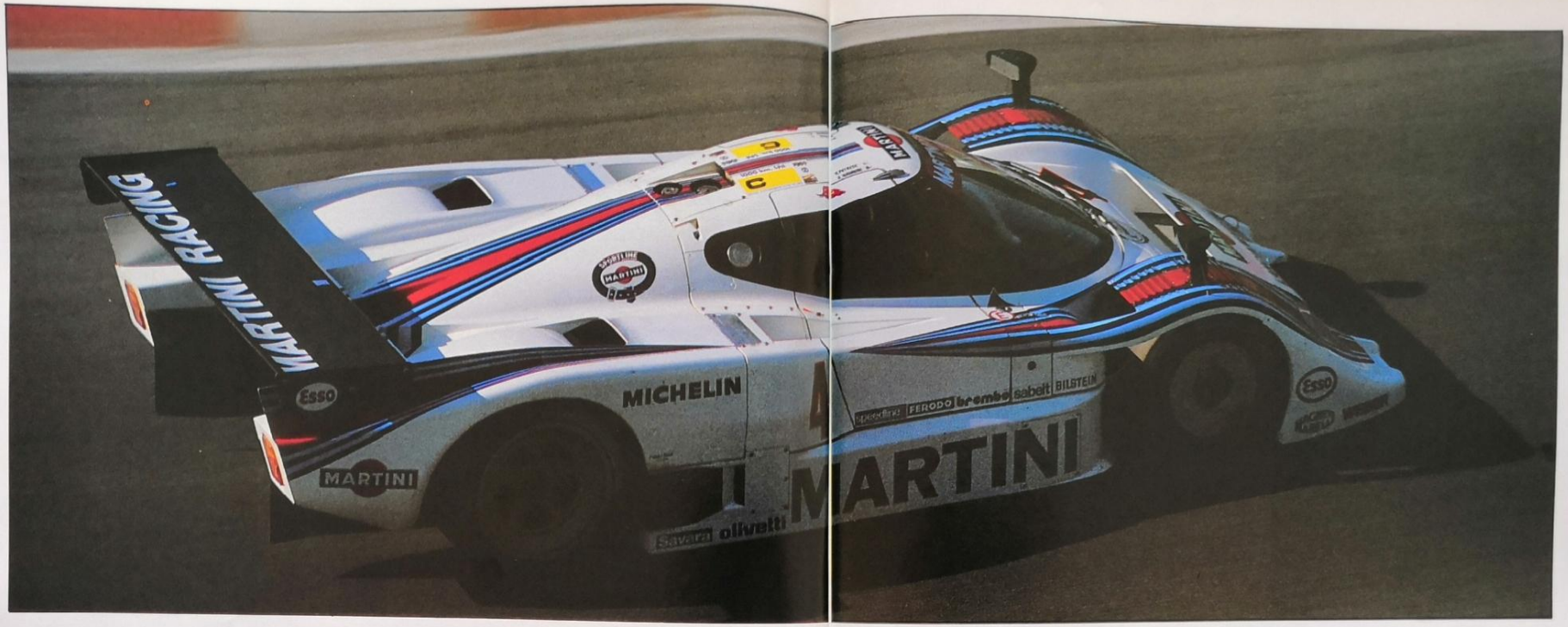


NewMan Joest Racing (above left) planned their race tactics down to the last detail to score a fabulous win at the world's most prestigious Endurance race, the Le Mans 24 Hours.

A new World Title for the Rothmans Porsche team thanks to driver teams, Ickx/Mass and Bell/Stuck who scored five wins in nine races (right).

The 1985 WEC calendar was made up of 1000-km races. The exception that confirmed the rule was the Le Mans 24 Hours (below left).





Despite setting five pole positions with their Lancia Martini LC3/85 this season (Mugello, Monza, Silverstone, Spa and Brands Hatch), Wollek and Baldi only took the chequered flag once, at Spa-Francorchamps.

After a lengthy testing period and an unofficial participation of the former models at Le Mans (below), the new XJR 6 Jaguars (derived from the IMSA XJR 5), made their first (and highly promising) appearance at Canada's Mosport circuit.

TOYOTA : AFRICAN QUEEN

THE TWO TOYOTAS ARRIVED AT THE FOOT OF THE FINISHING RAMP SIDE BY SIDE. UNFORTUNATELY THE RAMP WASN'T WIDE ENOUGH FOR BOTH OF THE CARS SO OLD HAND, BJORN WALDEGAARD, STEPPED RESPECTFULLY ASIDE TO ALLOW JUHA KANKKUNEN TO TAKE THE HONOURS.

by Michel Lizin

If the President of the Ivory Coast Republic, Felix Houphouët Boigny, had not hailed from there, it is highly probable that the village of Yamoussoukro, some 300 km north of Abidjan, would have remained totally unheard of. Instead the township is expanding at quite a rate of knots. A few years ago, a university, a hospital and a convention centre were built there and, very soon, development work will restart since President Boigny has decided to turn Yamoussoukro into the administrative and political capital of the Republic, a sort of African Brasilia.

Not surprisingly, the luxury hotel that has been built there is called "The President" and, traditionally, the Ivory Coast Rally includes an overnight halt there. This year, the event started and finished there, opposite the "President" with only a short halt at Abidjan.

Amongst the competitors, managers, engineers, journalists and organisers that had literally invaded the Hotel President, there were a number of familiar faces that we had hardly expected to see in West Africa in October. There was Mike Kirkland for example. The Kenyan who had finished 3rd on the Safari had been brought in to replace Shekhar Mehta at the last moment, Mehta preferring to stay with his seriously ill father in London. Kirkland had not had enough time to recce and Nissan team-mates, Ambrosino/Lesaux, kindly offered to make a copy of their pace-notes. Rob Combes, Kirkland's co-driver, promptly got on with the job of translating them from French into English.

"*Alain [Ambrosino] was very kind to lend us his notes,*" commented Combes, "*but his system is so different from ours that I'm not at all sure that I'll be able to get used to it.*"

Even more surprising was the presence of Hannu Mikkola's regular partner, Arne Hertz. Michèle Mouton's co-driver, Patricia Pons, fell ill shortly after arriving in Africa and was flown back to Europe. Michèle immediately called in Hertz even if he couldn't speak a word of French.

Hertz and Mouton rapidly drew up a pace-note code in English as close as possible to the system that the French lady is used to. With that problem solved, Michèle and Arne were soon faced with further difficulties. In the middle of the bush, Mouton was confronted with a "Stop" sign as she came out of a bend. Instinctively, she slowed before slamming on the brakes as she realised that a train was approaching. "*It was one of the most terrifying experiences of my life,*" explained Hertz afterwards. "*It's not nice to find oneself nose to nose with a train at speed.*"

Mouton was unable to avoid the collision and the entire front end of the Quattro was destroyed but, fortunately, the crew were unscathed. A spare car, the one prepared for Braun/Fischer, was hurried over to Mouton from Europe. However, the pair had lost a lot of time and they were unable to recce the last, and longest, leg of the Rally which everyone claimed to be the toughest. In the meantime, Pons had recovered and undertook to make notes, in English, of the last leg while Mouton/Pons were competing on the first three.

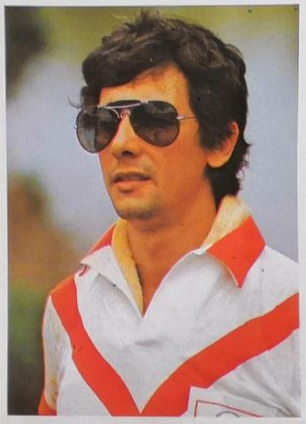
OBSERVATION ROUND

It's now a habit. Exactly fifty cars started the 17th running of the Ivory Coast Rally. Eight of those, entered simply to make up the number required by the FISA for a WCR event, got no further than the first gravel section.

The first leg of the Rally was the shortest, 597 km, and the least demanding for the cars. For the top crews, it was a sort

of observation round. Waldegaard, Kankkunen and Ambrosino were the early leaders but the Swede was soon forced to lose time when a brake line broke on his Toyota. Without rear brakes, he lost six minutes before the first halt at Abidjan. In fact it was Mouton and Kankkunen who were leaders at Abidjan with 14 minutes road penalties, 2 minutes ahead of Ambrosino. Waldegaard was fourth and fifth was the Audi chase car crew of Braun/Fischer, 46 minutes behind the leaders in a Sport Quattro. Not bad for a chief mechanic. During the first leg, Kirkland and Assef each lost forty or so minutes when they got stuck in the same mud-hole. Assef, in an effort to make up time, attacked just a bit too hard and left the road, destroying the front suspension of his Opel Manta 400. The service crew was called in and the damaged was repaired in 1 1/2 hours. That left Assef just staying the right side of OTL. Unfortunately, his co-driver then went and made an incorrect time calculation on the final section and Assef went OTL and out of the Rally.

Thirty crews made it to the end of the first leg. Three were excluded for being OTL and two were not to restart.



Local driver, Alain Ambrosino, finished an excellent 3rd overall and will be A-seeded in 1986 as a result.

TOYOTA'S BID

The second leg, 963 km long, took crews back to Yamoussoukro via Abengourou, not far from the border with Ghana. Björn Waldegaard made the most of the night section to put on a fine display. By quickening his pace, he was soon back level with the leaders and then took the lead at the Abengourou time control. With 1h 7m penalties, he was a minute ahead of Mouton. Waldegaard's come back was made a little easier when Kankkunen punctured twice. Nevertheless, he was only 3 minutes behind his Toyota team-mate and in third place. Ambrosino was fourth, 21 minutes behind the leader followed by Braun, Kirkland and the Mitsubishi Lancer Turbos of local drivers, Mitri and Salim. Salim had been stuck on a bridge which had been damaged by the first competitors and had to wait until a sufficient number of the later crews passed before he could be manhandled free.

Shortly after Abengourou, in the vicinity of the Agnibilekrou Time Control, Michèle Mouton's Quattro drew to a stop in the midst of a great cloud of smoke at a service halt. She remained there for 20 long minutes, restarted and, after a further 25 km, called in Braun's chase car for help. Braun's oil-pump was removed and fitted to Mouton's car and a total of 1h33m was lost between Agnibilekrou and Tanda, ie 1h23 more than Kankkunen who was fastest on that section. Shortly afterwards, the French driver lost a further 21 minutes because of shock absorber problems before being handicapped when the ventilation system broke down, turning the cockpit of the Sport Quattro into a sauna.

Back at Yamoussoukro, Waldegaard was obliged to change the prop shaft on his Toyota Celica. Eleven minutes were lost in the affair, enough to allow Juha Kankkunen's similar car into the lead, 6 minutes ahead of his team-mate. Ambrosino was still third but he too lost time at Yamoussoukro when he was forced to make an unscheduled gearbox change. Now 44 minutes behind the leader, he preceded Kirkland by 39 minutes and Mouton by exactly one hour.

Four Mitsubishi Lancer Turbos followed with the Subaru 4 x 4 of Italian driver, Molino, intruding in the Lancer foursome. There were now only 18 cars left in the Rally of which just 14 restarted.

TEAM BY TEAM

There were 58 entries and 50 starters, of which only 40 had any real intention of competing. Audi had entered two Sport Quattros for Mouton/Hertz and Braun/Fischer. Braun's car was nothing more than a chase car since Klaus Braun is Audi Sport's chief mechanic. How many chief mechanics would like to have the opportunity to drive competitively in a car boasting over 400 bhp.

The Audis were using Michelin rubber as were the two semi-official Nissan 240RS entered for Ambrosino/Lesaux and Kirkland/Combes. The Nissans were both ET evolution models and had come straight from Kenya where they had been used on the Safari last April. Apart from two Japanese mechanics, the service team was composed entirely of Kenyan and Ivory Coast personnel.

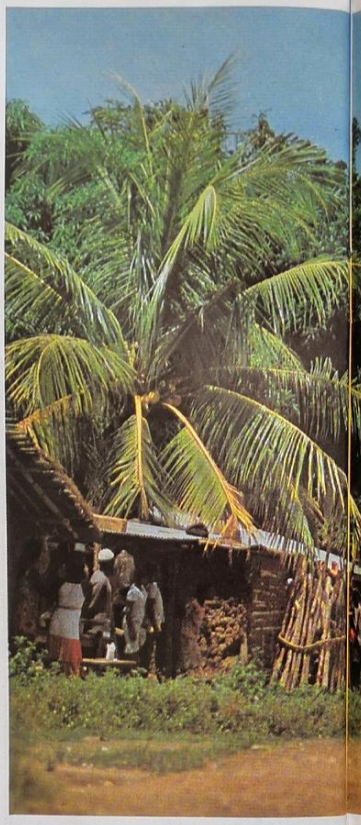
Toyota sent along two Celica Twin Cam Turbos for Waldegaard/Thorszelius and Kankkunen/Gallagher. As usual, Ove Anderson and his team had meticulously prepared the event and had carried out private pre-rally testing on the actual route. Samir Assef/Boy had entered an Opel Manta 400 which they had gone to collect from Germany shortly before the start. Most of the local hopefulls with any chance were entered in Mitsubishi Lancer Turbos, developping between 200 and 210 bhp. These included Salim, Yace, Mitri and Kacou. One interesting entry was the BMW 323i of Lucien Guitteny.

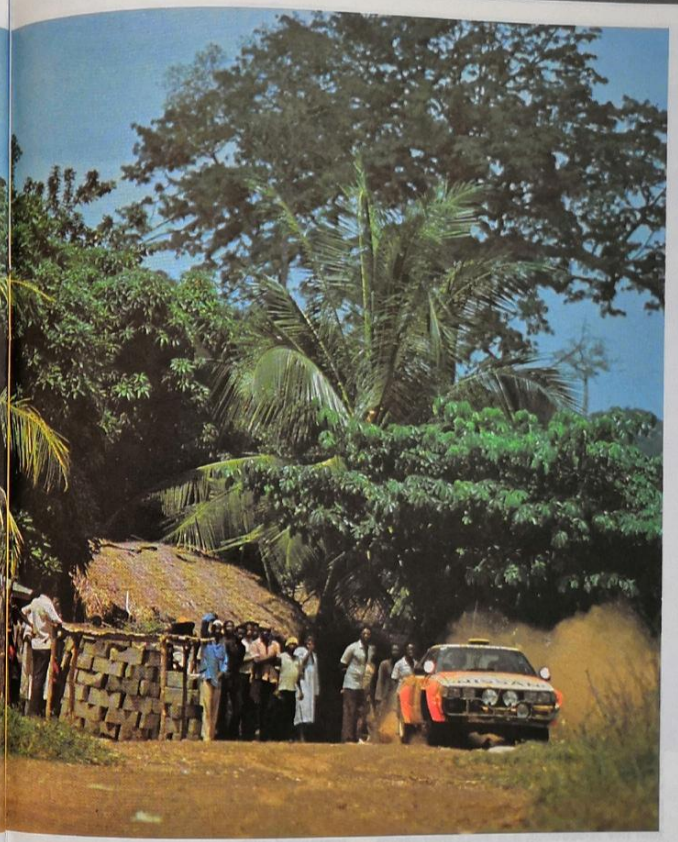
THE FORMAT

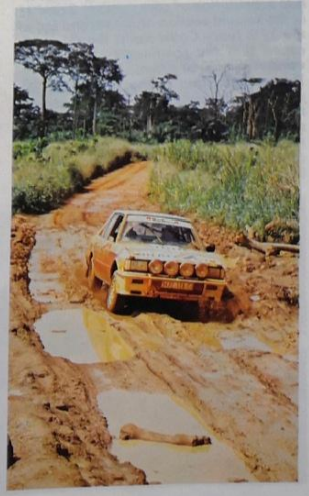
The 17th running of the Ivory Coast Rally was 4,193km long, of which only 825km was on tarmac, the rest being made up of tracks allowing an average speed of between 90 and 140 kph.

The event was divided into four legs. The start and finish were at Yamoussourkro, as were the start and finish of each leg with the exception of the first which finished at Abidjan. The organisers had rescheduled the legs so that the easiest was tackled first and the most difficult last. This was to allow amateur entries to get as far as possible. As a result, the first leg was 597km long and the last, which included the infamous Tai National Park, was 1591km long.

The rainy season has been particularly long in the Ivory Coast this year. That has meant an excellent year for coffee and cacao harvests but it also rendered certain tracks especially slippery, even if there were fewer mud-holes than usual this year.







Mike Kirkland was called in at the last minute to replace Shekhar Mehta. His 4th place takes him to 8th position in the world drivers' championship.

Eugène Salim, the local favourite, finished first privateer.

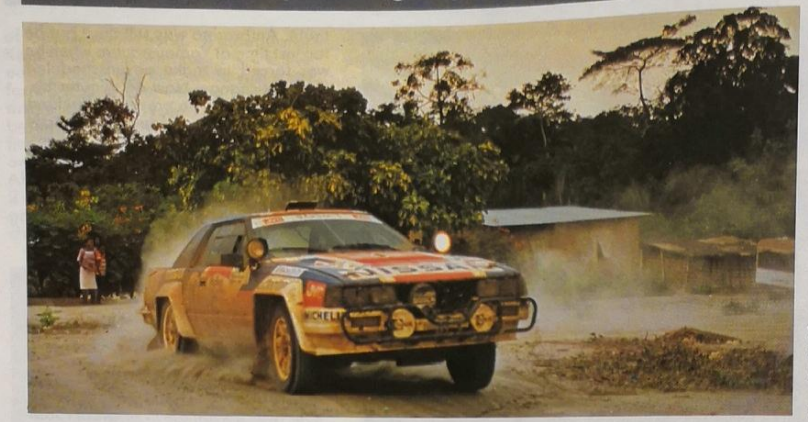
FOUR MEN IN THE BUSH

For the two leading crews, the third leg was fairly uneventful. Rain had made the tracks slippery but the Toyota boys suffered no problems and were hardly likely to engage in a fraticidal fight.

"*Our two cars remain in constant radio contact,*" explained Kankkunen's co-driver, Fred Gallagher. "*We talk to each other all the time, if only to keep ourselves awake and we keep a check on each other's positions to make sure we're travelling at the same speed.*"

At the end of the leg, the Toyota mechanics replaced the rear axle, the prop shaft, gearboxes and suspensions on both cars. Waldegaard's mechanics were the fastest and Björn finished the penultimate leg as leader, 3 minutes in front of Kankkunen. The Nissans had been slowed by lighting problems for Kirkland and clutch problems for Ambrosino. They trailed by over an hour whereas Michèle Mouton was still fifth, albeit 2h53m behind Waldegaard. Her alternator had given up in the middle of the night. Roland Gumpert, Audi boss, was quickly on the scene and was able to change the battery which enabled the Sport Quattro to continue as a service vehicle came to meet her. However, the gulf between the factory and non-factory cars was so great that the French driver was able to stay nearly three hours ahead of the sixth placed car, the Lancer Turbo of Mitri.

As this stage there were just 12 cars still in the race as competitors set off for the 4th and last leg. Things started badly for Mouton who experienced electrical gremlins after a ford which cost her 19 minutes. She didn't know it at the time but worse was to come. Despite being welded and re-welded, the Audi Sport Quattro's chassis was steadily breaking up which, in turn, was causing serious handling problems. At low speed, Mouton was able to get as far as Sanpedro, 700 km from Yamoussoukro, where she officially retired. The chassis was irreparable and the suspension was on the point of collapsing. Mitri retired his Mitsubishi soon afterwards when a fuel line broke. Very soon there were just eight crews left. Björn Waldegaard allowed Kankkunen to get level. The regulations were specific, there could be only one winner, Kankkunen, but, to our minds, Kankkunen, Waldegaard, Gallagher, Thorszelius and Toyota were the joint winners of this 17th Ivory Coast Rally. ■



There was nothing the semi-works Nissans could do against the factory Toyotas

THE AUDI AFFAIR

The rumour started as crews and service teams returned to Yamoussoukro at the end of the 2nd leg. Earlier in the day, just after TC21, Michèle Mouton had been spotted with an Audi service vehicle, in the process of losing lots of oil and water and throwing out smoke from the exhaust and from the engine bay. All the journalists that were there were convinced that the problem was extremely serious, if not final. After 20 minutes, Mouton and Hertz set off again, only to draw to a halt some 25 km further on. In the middle of the bush, where no service vehicles were expected, the Sport Quattro had broken down again. According to Audi officials, the crew had stopped there to await the chase car of Braun/Fischer so that they could swap oil-pumps.

Suspicions were awakened when members of the Toyota airborne radio relay crew claimed that they had spotted the two Quattros disappearing into the undergrowth for only one of them to appear an hour later. At the same time, a number of photographers and journalists who were waiting just after the spot where Audi claim to have swapped oil-pumps, say that they didn't see Mouton pass. They proceeded to drive up the stage in the opposite direction all the way to TC21 without coming across the French driver. When they returned to the Audi service crew, they were told that Michèle had already been through. Certain people lost no time in concluding that the Audi had left the rally route to hide in the bush and that illegal goings-on had been carried out on Michèle's car. They maintain that the Audi was suffering from at least head-gasket problems and that the car had been quite simply changed over. Mouton-Hertz continued the rally with the chase car fitted with the doors and bonnet of the original car.

Once the rumour had started, all conversations were based on the "Audi affair". Other details were brought up. Michèle's car had no competition number on its roof on its return to Yamoussoukro. A tax disc, issued in New Zealand, was spotted on Mouton's windscreen whereas, before the start, Roland Gumpert had declared that only Braun's car had been used in New Zealand. Some noticed the problems that Mouton and Hertz encountered in closing their doors, "*as though they had come from another car.*" Arne Hertz is reported as having said to Toyota chief, Ove Anderson, "*I'm not the boss.*", etc., etc. The rumour grew so strong that the scrutineers decided to take a closer look at the car at the Bouake service halt, just before the end of the third leg. They came up with nothing untoward but opted to make a more detailed examination at the Yamoussoukro parc-fermé at the end of that leg, following a request by the chief steward. The stewards' statement that followed put an official end to the affair that was the subject of 90 % of conversations at the Hotel President.

It would be a lie to say that the stewards' findings put an end to everyone's suspicions; even if it is difficult to understand why professionals like Arne Hertz, Michèle Mouton and the Audi chiefs would have gone to such lengths to continue an event which they obviously had no hopes of winning. Some would say that it was to give Michèle Mouton the chance of finishing third which would allow her to maintain her A-seeding. But even that seems unlikely.

Here are the findings of the stewards:

"*Following rumours concerning the possible substitution of cars number 2 and 11 in the second section of the second leg of the 17th Ivory Coast Rally, the stewards asked that the scrutineers examine the various known or provable facts.*

This examination is the subject of the present appendix which demonstrates that no formal proof exists as to said substitution. What is more, the findings show that a change-over is highly improbable."

Bernard Consten, chief steward.

The scrutineers' report goes further;

"*... we, the undersigned have made the following observations:*

1 - The registration number is identical to the one checked at pre-rally scrutineering. The number plates, each fixed by eight pop-rivets show no signs of having been tampered with.

2 - The identification marks made on the shell at scrutineering (metal stamp) are intact as is the paintwork covering them.

3 - The seals made at the start are intact. On this car, the seals were affixed to the left hand side of the engine bay whereas, on car number 11, entered by the same entrant, the seal was affixed to the right hand side.

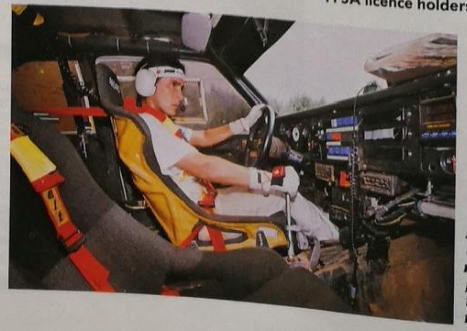
4 - A particularly noticeable weld which was spotted at scrutineering is still there. This weld did not exist on car 11.

5 - The competition numbers on the right and left hand doors as well as the plastic rally plates do not appear to have been tampered with.

6 - The front door and the bonnet hinges show no evidence of having been dismantled.

As a result, and despite the lack of a competition number on the roof of the suspected vehicle, the above observations lead the scrutineers, as far as concrete evidence and the facts that they have found allow them to do so, to believe that the vehicle bearing the number 2 in the parc-fermé at Yamoussoukro at the end of the third leg is indeed the one that was scrutineered at the start of the rally."

Jacques Chambon and André Lafontaine; FFSA licence holders 676 and 8104.



Michèle Mouton experienced nothing but problems throughout the event

TECHNICAL DATA

17th Ivory Coast Rally.
Date: October 30 - November 3, 1985.
Eleventh round of the Rally World Championship for Drivers.
Start and Finish: Yamoussoukro.
Route: 4,193 km divided into four legs. Road section covered at a predetermined average speed. 825 km of tarmac and 3,368 km of loose stages. One 170 km-trail was cancelled because of atrocious driving conditions and replaced by an 85 km-tarmac section.
1st Leg: Yamoussoukro-Abidjan, Wednesday October 30, from 18:00, 597 km comprising 408 km of loose tracks.
2nd Leg: Abidjan-Yamoussoukro, Thursday October 31, from 0:30-14:30, 963 km comprising 755 km of loose tracks.
3rd Leg: Yamoussoukro-Korhogo-Yamoussoukro, Friday November 1, from 0:00-13:30, 1,042 km comprising 872 km of loose tracks.
4th Leg: Yamoussoukro-San Pedro-Yamoussoukro, from Saturday November 2, 12:00 to Sunday November 3, at 10:00, 1,519 km comprising 1,333 km of loose tracks.
Entrants: 58; **Starters:** 50; **Finishers and Classified:** 8.
Weather: Dry during the first two legs, damp for the 3rd and heavy rains during the 4th leg.

FEATURES

Rally:
Yamoussoukro was made the Rally's unique turning point. The route was modified to make the back-up crews' task easier.
Drivers:
Alain Ambrosino was made priority driver A as when he finished at the 1980 Ivory Coast.

PAST RESULTS

(Last ten editions)
1975: Consten/Flocon (Peugeot 504)
1976: Makinen/Liddon (Peugeot 504 V6)
1977: Cowan/Syer (Mitsubishi Lancer)
1978: Nicolas/Gamet (Peugeot 504 V6)
1979: Mikkola/Hertz (Mercedes 450 SLC)
1980: Waldegaard/Thorszelius (Mercedes 450 SLC)
1981: Salonen/Harjanne (Datsun Violet)
1982: Röhrl/Geistdorfer (Opel Ascona 400)
1983: Waldegaard/Thorszelius (Toyota Celica Twin Cam Turbo)
1984: Blomqvist/Cederberg (Audi Sport Quattro).

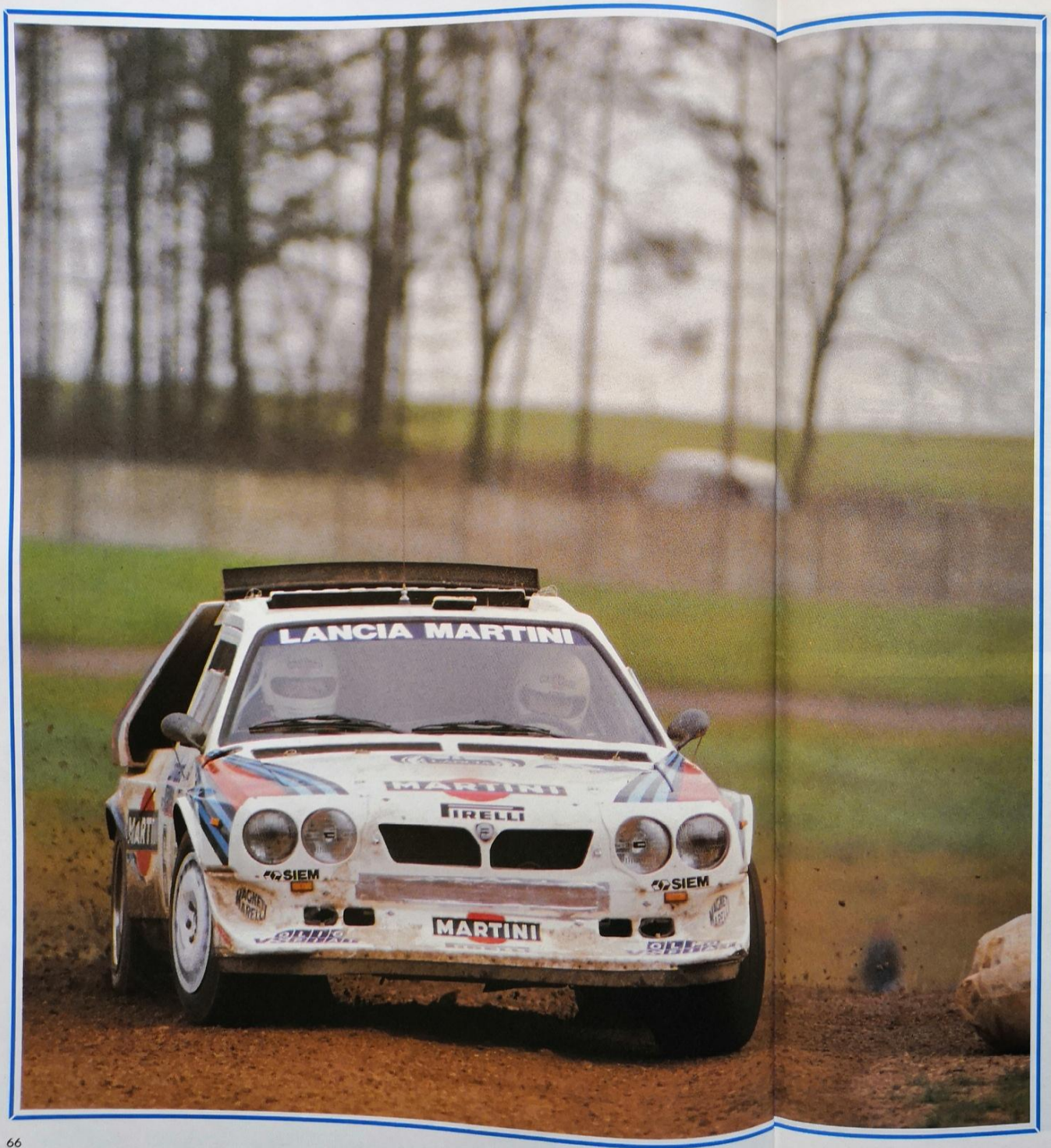
WORLD RALLY CHAMPIONSHIP (Drivers)

(Results after eleven of the twelve rounds: Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes, San Remo and Ivory Coast.)

| | | |

Toyota Celica Turbo (DPPI)

TOYOTA SCORED ITS SECOND AFRICAN RALLY WIN. KANKKUNEN WAS NOT ONLY QUICKEST BUT LUCKIEST ON THE IVORY COAST



DELTAS FIRST TIME OUT

BY PLACING TWO CARS IN THE TOP TWO POSITIONS ON THE LOMBARD RAC RALLY, THE LATEST LANCIA DELTAS MANAGED A FEAT THAT NOT EVEN THE MIGHTY PEUGEOTS COULD EQUAL. FASTEST TIME ON THE FIRST STAGE OF THEIR FIRST WORLD CHAMPIONSHIP OUTING AND AN EXCITING ONE-TWO RESULT FOR TOIVONEN AND ALEN. BUT THE METRO WAS NOT FAR BEHIND ON ONE OF THE TOUGHEST RAC RALLIES FOR YEARS.

by Chris Williams

The 1985 Lombard RAC Rally was marked by two major factors: the new, tougher format did not go down very well with a number of the top drivers and World Champion, Timo Salonen, even announced on BBC radio that he would pull out after the first leg. The other interesting thing to come out of the event was the reliability and competitiveness of the newcomers, Austin Rover and Lancia.

MISGIVINGS

Timo Salonen's reactions to the format of the rally were indicative of an underlying feeling amongst many foreign drivers that Dave Whittock, the man who put together this year's route, had gone just a bit too far. Although it was unlikely that the Peugeot driver would have carried out his threat if he hadn't dropped out early on, it demonstrates that drivers are very conscious of the danger involved when they go hurtling through the forests, without notes and with the latest generation of rally cars which boast, nowadays, up to 500 bhp. Malcolm Wilson was proud to announce that the new MG Metro does 0-60 mph in less than 3 seconds and can reach the ton within two hundred yards.

In Whittock's defense, it is true to say that the event had changed very little in fact, compared with previous years. The main difference was that, instead of there being two overnight rest halts over the five days, there was one overnight halt and a second, seven hour halt at Carlisle on the Wednesday afternoon. The emphasis had simply gone from daylight stages to night stages. The daunting prospect of two loops through Kielder in the early hours may just have had something to do with many of the comments that were made.

As it turned out, most of the leading entries retired on the second day. Wilson, Mikkola, Grundel, Salonen and Rohrl had all disappeared when the rally arrived back at Nottingham after the first leg and there were no fatigue-related accidents during the final night involving competitors or, as some feared, overworked service crews. Whilst, naturally, he was conscious of the element of danger involved, Henri Toivonen was pleased to say that he was the winner of the toughest event in the World Championship calendar.

DELTA AND METRO, MORE THAN ENCOURAGING.

British interest, needless to say, was concentrated on the "little bomb", the MG Metro GR4. Austin Rover are obviously hoping that their presence at the highest level of motorsport will have a positive effect on their image worldwide. The British public was obviously waiting to see how the car was going to perform before wholeheartedly backing the project but their imagination had been fired. "*I found it absolutely amazing,*" enthused ARG team-manager, John Davenport. "*When Malcolm and Tony drove into service points, the crowd applauded. When they got out of their cars they were applauded, when they got back in their cars they were applauded and when they drove away they were applauded. That's something I've not seen in England for a long, long time.*" Everywhere, observers said that there were more spectators on the event than in recent years and the little Metro has got a lot to do with that.

Of the four new cars present, only the Metro of Malcolm Wilson retired. Pond had no problems with his similar car and Alen, apart from the odd excursion into the scenery, also had a trouble-free event with his Lancia. Toivonen's Delta, the eventual winner, was often handicapped by mechanical problems but Lancia boss, Cesare Fiorio, was aware that the car was not yet perfectly reliable. "*Before the start of the rally,*" he explained, "*we thought that the Delta would be competitive but we didn't know just how reliable it was going to*

prove, especially as we knew that the rally was going to be long and hard. All we were hoping to do was to get to the end and be well placed."

Davenport's thoughts before the start went along similar lines. *"I was extremely nervous before the start. Everybody knew that Pond went off after the first stage of the rally in 1984, so both he and I were very relieved when he finished that one. Joking aside, we hadn't come to show everyone how clever we were, nor to go flat out all the way. However, we did want to demonstrate that we were competitive and on the pace. The result we got was the sort of result you obtain when you follow that policy."*

When Wilson experienced transmission problems early on, and then went out in Wales, a lot of people wondered if it was a result of an inherent weakness in the Metro's design. *"I think there was something wrong with Malcolm's car,"* said Davenport. *"I think that the second and third problems that he suffered were a direct result of the first. When the rear differential went, it also had an adverse effect on the central differential. If we had changed both the rear and central diffs straight away, I think that would have fixed it. It shouldn't be forgotten, either, that Pond didn't put a wheel off the track and I believe that that speaks volumes for the car's concept, as well as, of course, for Tony's driving."*

1986. A GREAT SEASON IN PERSPECTIVE

Lancia, ARG, Peugeot and Audi will all be present next year and, with the arrival of the Ford RS200 as from the Swedish, the 1986 season should be very, very close. Fiorio believes that the Metro will be a serious contender for victory and Lancia's result in Great Britain will have immensely encouraged the Italian team for next year. If Peugeot and Audi didn't show well on the RAC, it mustn't be forgotten that both teams have just finished a particularly hard fought 1985, even if the French car did seem to have the edge. Audi's result on the recent San Remo and the encouraging progress being made by the automatic gearbox they are developing, prove that the Quattro S1 still has a role to play. Röhrl appeared to be very happy with the new box which allows drivers to move up the gears without losing revs and it will be interesting to see how it performs on very fast events like the 1000 Lakes.

With such a line up, and not forgetting the likes of the Toyota Celicas and the latest Mazdas and Nissans, it is unlikely that any one team will dominate the scene as was recently the case with the Audi Quattro and, until now, the Peugeot 205 Turbo 16. The most spectacular form of motorsport should enjoy a classic season in 1986. I hope you will be a part of it too with GPI. ■

Apart from early handling problems, Tony Pond's Metro had a trouble free run to take a well-deserved 3rd place.

TEAM BY TEAM

With no less than 17 manufacturers represented, either officially, semi-officially or through dealer teams, the Lombard RAC Rally was, without a doubt, the most interesting round of the 1985 World Championship series.

AUSTIN ROVER GROUP
Main British interest lay, of course, in the new MG Metro 6R4s which were entered for Pond/Arthur and Wilson/Harris. The latest 4-wheel drive, Group B car features a mid-mounted, 3 litre, V6 engine. The British team have opted for a normally aspirated motor to eliminate throttle lag and power is given as 410bhp for 980 kg. A 5-speed gearbox is fitted and the car is equipped with a viscous centre coupling. A propellor shaft connects the front differential and a quill shaft to the rear. Drive is through articulating drive-shafts. Front and rear suspensions are independent Bilstein struts with reverse bottom wishbone, braking is by 12" diameter ventilated discs and steering is power assisted. The Metros are on Michelin rubber.
ARG also entered a Group A Rover Vitesse for Stuart/Goff.

LANCIA
Also making its World Championship debut was the latest from Lancia, the Delta S4. Like Austin Rover, Lancia were keen to eliminate the turbo lag problems inherent in turbo-charged engines. Their solution was to introduce a supercharger, to give extra power at low revs, which then gives way to the turbocharger. The Italian manufacturer quotes 450bhp at 8000 rpm with a torque of 45mkg at 5000 rpm for a weight of 960 kg. The Delta's engine is 4 cylinders in-line with a capacity of 1759cc. Transmission is through a 5-speed gearbox and a central diff giving a front/rear power split of 30 % 70 % and suspension is by Bilstein dampers and wishbones.
Needless to say, the Italian team was on Pirelli tyres.

PEUGEOT
Two Evolution 2 Turbo 16s were entered for Salonen/Harjanne and Grundel/Harryman, both in San Remo set-up. Harryman is now fit enough to compete again following his accident with Vatanen in Argentina. The British PTS team entered an Evolution 1 car for Sundstrom/White. The Peugeots were, as ever, on Michelins. Aitken-Walker/Morgan were entered by PTS UK, driving a Group A Peugeot 205 GTi and French Junior Team members, Bouquet/Verrier, entered a Groupe B Talbot Samba.

AUDI
The German Audi team had brought along two cars for Walter Röhrl, navigated by Britisher Phil Short for the occasion, and Mikkola/Hertz. The cars were both S1 Sport Quattros. Mikkola's car was fitted with the 6-speed gearbox whilst the German driver was trying out the latest 5-speed automatic gearbox for the first time in a World Championship event. Röhrl had sailed to victory in an Austrian National rally for a shake-down prior to the RAC. There was also a Clarion entered A2 Quattro for Eklund/Cederberg.
Ericsson/Billstam started amongst the favourites in Group A with a privately entered Audi 90 Quattro, debut event for the Audi 80's successor.

MAZDA
Two works RX7s were entered for Carlsson/Mellander and New Zealanders, Millen/Rainbow.

TOYOTA
Hoping to finish amongst the leaders of the unofficial 2-wheel drive category, Waldegaard/Thorszelius and Kankkunen/Gallagher were driving their Toyota Celica Turbos in similar specification to the 1000 Lakes cars.

OPEL
Three Manta 400s were entered by the Opel Euro Team for Brookes/Broad, McRae/Grindrod and Weber/Wanger. The UK GM Dealer Team entered a fourth Manta for Collins/Freeman. Jonsson/Johansson, Swedish Junior Team members, were hopefuls in Group A with an Opel Team Sweden entered Ascona.

VAUXHALL
The British manufacturer looked set to play an important role in the Group A battle with three GM Dealersport Astras for British Junior Team members, Wood/Nicholson, Nicholls/Grist and Davison/Nicholson. Airikkala/McNamee were backed by British Telecom Mobile Phones in a similar car. GM also had high hopes for Wiggins/Shepherd in a Group N Vauxhall Astra.

FORD
With the RS200 not yet homologated, Ford were happy just to enter British Junior Team's Lovell/Davis in a Group A Escort RS Turbo. It should be noted that this year's event was the last International event for the dear old Ford Escort RS.

SKODA
Regular RAC competitors, Skoda had 3 cars for Haugland/Bohlin, Kvaizar/Janecek and Krecek/Motl. The 130LR won its class in the British Open series with comparitive ease.

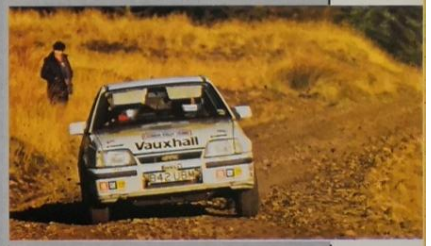
CITROEN
There was a works supported Visa 1000 Pistes for French journalists, Pagani/Seclier, and French Junior Team ladies, Vergnaud/Jouan were present with a privately entered similar car.

THE RALLY

Competitors on the 1985 Lombard RAC Rally went straight into action from the starting ramp, tackling the first of the Sunday spectator stages, Wollaton Park in the outskirts of Nottingham. Markku Alen and the Lancia Delta S4 were fastest on the stage which meant that the latest Italian car had managed a feat that the Peugeot 205 T16 had not been able to achieve; to take the lead on the first stage of its debut World Championship rally. Not surprisingly, the ten fastest cars were all four-wheel drive and the fastest 2WD, Kankkunen's Toyota, could only manage 12th. Many drivers complained about the slippery conditions on the early tarmac stages and more than one top driver entertained the huge crowds with the odd spin. British driver, Tony Pond, was relieved to finish the first stage and, as he crossed the finish line, a spontaneous cheer broke out amongst the spectators but the British driver, who went out on SS1 in 1984's event, was taking things very steadily over the opening tests. Either those early stages especially suited the Martini Lancias or only Alen and Toivonen were trying, because the two arrived at the Worcester time control before the Forest of Dean in first and second position, separated by only 19s. Salonen was third, 37s behind Alen. Wilson, Grundel, Sundstrom, Mikkola and Pond were grouped behind but Röhrl, who had lost time when the front nearside damper was damaged after a minor off in Sutton Park, was 1m42s adrift of Alen in ninth place with privateer, Eklund, making up the top ten with his A2 Quattro. The battle for Group A showed promise, with Ericcson's Quattro and Airikkala's Vauxhall Astra within only 13s of each other, despite a spin at Bewdley for the Swede and a misfiring engine and brake problems for the Finn.

As night fell, and with the first of the forest stages, the picture began to change. Immediately, Timo Salonen set his first fastest time on the 17km Speech House stage. Pond, who had confessed that he was waiting for the forests, was second fastest but gave the Metro 6R4 its first stage win on SS9, Serridge, before confirming the British car's potential by taking two second-fastest times behind Salonen in the Forest of Dean complex. However, team-mate Malcolm Wilson was beginning to experience a number of time-losing problems. He lost 30 seconds when the bonnet lid flew open on Serridge and a further two minutes on SS1, Mailscot, when he lost rear wheel drive and dropped from 7th to 9th overall. Ericsson lost all hopes of a repeat Group A victory when the head-gasket blew on his Audi, whilst Airikkala was complaining of lack of power from his Astra letting Mats Jonsson's Opel into the Group A lead.

From there, crews went on to tackle the first of the Welsh forest stages which many were expecting to be tough and the first real test for the new cars. The 30 km of SS13, Righos, were especially rough and a number of leading cars suffered punctures, including the 205 of Salonen, Rod Millen's Mazda and Airikkala's Astra. First major casualty of the rally was Walter Röhrl who got caught out on a tightening right-hander on SS15, Rheola, just before the short Swansea rest halt. The Audi S1 went into a series of rolls before coming to rest down a steep hill. Co-driver, Phil Short's-door was ripped off in the accident



A more than encouraging Group A win for Andrew Wood and the Vauxhall Astra GT/E.

THE OTHERS
Three Japanese manufacturers had come to the RAC in more or less official colours. Two Isuzu Aska 2000 Turbos, four Subaru 1800RX Turbos and a single Mitsubishi Starion Turbo were all hoping to shine in Group A. Warkup/Paterson started with a Group B Lada Riva and Swedish ladies, Kottulinsky/Thorner, carried Volvo's hopes with a 240 Turbo.

but both crew members escaped unhurt. Russel Brookes went off at the same point but, with a little help from Röhrl himself, was able to get going again, losing some 15 or so minutes. Grundel had lost all his lights on SS13 but a series of 4 fastest times between Worcester and Swansea allowed the Peugeot driver to take 2nd place at the Swansea rest halt, 28 seconds behind Hannu Mikkola who put in two stunning fastest times and who had never been out of the five fastest in the forests. Only 1m12s separated the top six crews at Swansea. Alen was third, just 8s behind Grundel and only 3s ahead of Salonen. Toivonen, whose engine had been cutting at moments, followed 52s behind Mikkola, leading Pond by 20s.

Wilson's troubles left him 3m 43s adrift of Mikkola and 23s behind the consistent Mikael Sundstrom. Röhrl's retirement meant that a two-wheel drive car, that of Kankkunen was now in the top ten, albeit nearly 4 minutes behind the leader. In Group A, Jonsson already had a 3m 04s lead over Rover driver, Malcolm Stuart and the Astra of Andrew Wood. Airikkala, who had suffered a second puncture in SS15, was fourth. Brian Wiggins dominated Group N, leading Pat Messer's Peugeot 205 GTi by over 9 minutes.

Björn Waldegaard went out of the rally on the first stage after the early morning restart, caught out by a tightening left-hander. Toivonen spun at the same spot. A number of incidents followed that were to have consequences on the leader board, terminal consequences in some cases. Salonen, who had also spun on SS16, retired on SS21 (Dyfi) with oil pressure problems and, on the following stage, Hannu Mikkola, who had been complaining that the engine of his Quattro was pulling badly at high revs since the Swansea restart, went out with Motronic failure. Peugeot's hopes all of a suddent rested on young Mikael Sundstrom's shoulders since Kalle Grundel had gone off into the trees on Hafren.

Markku Alen was now back in the lead thanks to a series of regular times and Henri Toivonen had brought his Lancia Delta into second place. Wilson's problems continued. At the Machynlleth service point, he reported that the rear diff had failed twice and after SS20 (Hafren) he was complaining of front axle problems. The unhappy Cumbrian retired on SS23 (Gartheiniog) with engine failure. Tony Pond had been suffering with the Metro's handling but, despite suffering from flu, was lying a healthy 2nd as competitors came out of Wales, Toivonen having lost time on the last Welsh stage at Dyfnant 2 with fuel starvation, to cruise to the stage finish. At the Wrexham Time Control, with only two short spectator stages to go before the Nottingham overnight halt, Alen was leading Tony Pond by 3m 11s, Toivonen by 3m 52s and Mikael Sundstrom by 7m 06s. The regular Per Eklund was fifth, 12m 55s adrift of Alen whereas the first two-wheel drive car, Juha Kankkunen's Toyota Celica, was sixth. Kankkunen had been handicapped by a slipping clutch in Wales but the offending item had been changed at service. Jimmy McRae had overcome his early brake problems and a regular drive since meant that the Scot was now in seventh position, just 1m 47s behind Kankkunen but 5m 12s ahead of Kaby's Nissan. The two Mazda RX7s completed the top ten. Rod Millen had punctured twice in Wales and a small off on Lady Megan (SS16) lost him a little time.

Nevertheless, he was nearly a minute in front of team-mate Ingvar Carlsson at Wrexham. Carlsson, like Pond, was suffering from flu. A rear axle change after Gartheiniog and a planned gearbox change before the short Trentham 2 stage were the only things that gave any cause for concern to the Swede. Mats Jonsson, firmly installed as Group A leader, hovered just outside the top ten in eleventh place and Russel Brookes, who needed a little time to get back in the groove after his earlier off, was driving hard and was back from 28th to 12th place.

Top Ten after 1st leg (after 27 stages) :
1. Alen/Kivimaki (Lancia Delta) 4h20m17s - 2. Pond/Arthur (MG Metro 6R4) 4h23m29s - 3. Toivonen/Wilson (Lancia Delta) 4h24m22s - 4. Sundstrom/White (Peugeot 205 T 16) 4h28m08s -5. Eklund/Cederberg (Audi Quattro A2) 4h33m31s - 6. Kankkunen/Gallagher (Toyota Celica) 4h41m12s - 7. McRae/Grindrod (Opel Manta 400) 4h42m54s - 8. Kaby/Gormky (Nissan 240 RS) 4h48m18s - 9. Millen/Rainbow (Mazda RX7) 4h49m04s - 10. Carlsson/Mellander (Mazda RX7) 4h50m00s.

The top ten changed very little over the next section through North Yorkshire and up to the first of three halts at Carlisle. Mazda driver, Rod Millen, managed to get in front of Terry Kaby on SS 32, Wykeham, when the young Nissan driver suffered front suspension damage, although the Englishman finished the section with a 6 second advantage. But the status quo on the leaderboard didn't mean that nothing was happening out there in the forests.

Most drivers had something to say about the speeds that cars reached on the second stage of the day, Clipstone 2. Tony Pond's Metro was given as 132 m.p.h (211 kmh) whilst Brookes and McRae were complaining of their power disadvantage compared with the latest generation cars. As on Clipstone 1, a number of leading drivers even beat the target time, a phenomenen which was to repeat itself later on the North Yorkshire classic stages of Cropton and Pickering, Alen taking 27 seconds off the former's target time, further proof of the incredible progress that today's cars have made.

During the day, Alen increased his lead over a Tony Pond who was driving hard to keep away Henri Toivonen. Near drama came, however, for the two Lancia drivers on the longest stage of the rally, the 40 km Dalby test, SS33. Alen was caught out by a firebreak and lost over two minutes to Pond who was worrying about his alternator. Alen had damaged his rear suspension and was forced to do 25 km to get out of the stage before repairs could be done whilst Toivonen tackled Dalby, and the four following stages, on 2-wheel drive only. Per Eklund and Ingvar Carlsson, two Swedes having very steady drives, also had comments to make about the muddy, slippery conditions in Dalby and, indeed, the Mazda driver had a small off, causing slight nearside damage.

Mikael Sundstrom who changed his gearbox in Scarborough just before the Olivers Mount stage, was also driving steadily and beginning to grow in confidence. His stage times were getting better and better but there was nothing the driver of the last remaining Peugeot 205 Turbo 16 could do to catch the leading trio. As the crews made their way towards the Pennine stages of Stang and Hamsterley, the weather conditions worsened and ice was waiting to catch out the unwary. Tony Pond was the first victim. Co-driver, Rob Arthur, explained, "*In Stang, we came over a blind crest and fell into a hole which wasn't marked. We knocked off our first spoiler and bib of the rally but there was no mechanical damage,*" and Pond added, "*It certainly woke me up.*"

McRae and Brookes each cracked the sump of their Opel Mantas in Stang and continued to lose oil through Hamsterley until service at Barnard Castle. The start of the Hamsterley stage was delayed as marshalls tried hard to keep the thousands of spectators in check. Pond was forced to slow his pace a little when the inside of the Metro steamed up after the ford, Kaby slipped off the road on several occasions and Toivonen hit a log, damaging his lights.

As crews arrived for a welcome, if short, rest at Carlisle, Markku Alen's lead over Pond was 2m18s and 2m53s over the second Lancia of Toivonen. Sundstrom was still fourth, 6m39s behind Alen but 9m23s in front of Per Eklund, leading private entry. Still first of the 2-wheel drive cars was Juha Kankkunen whose Toyota Celica was leading McRae's Opel by 4m27s and Kaby's Nissan by 12m14s. The two Mazda RX7s of Millen and Carlsson rounded off the top ten, 6 seconds and 1m28s respectively behind Kaby. Mats Jonsson, still leading Group A, reported no major problems with his Opel Ascona except a broken wheel rim on Dalby but Andrew Wood, just 4m34s adrift, had good reason not to give up hope, especially since Jonsson confessed to not liking ice. One leading Group A contender, the Rover Vitesse of Mike Stuart, had disappeared in Hamsterley when the car stopped with rear axle failure whilst Pent Airikkala was now over 17 minutes behind Jonsson. In Group N, Brian Wiggins was continuing his solitary crusade, 39m24s ahead of the Peugeot 205 GTi of Messer at Carlisle.

The daunting prospect of more ice and snow faced the 82 remaining crews as they set off early on the Wednesday morning for the first loop through Kielder and the south Scottish stages. The wintery conditions were responsible for the cancellation of the Ogre Hill stage (SS43) where the organisers thought that a long steep hill on the stage would be impracticable. McRae was an early victim of the bad weather when he slipped off the road on SS40, Churnsike, losing about 1 minute and he spun again on SS42, Redesdale. On the first stage after the restart, Henri Toivonen took 45 seconds off Pond to snatch second place by 10 seconds. The English driver reacted immediately, taking back 11 seconds off the Finn to reclaim 2nd place by just 1 second but the Lancia

With the World title already won, the premature retirements of Salonen (engine) and Grundel (accident) had little bearing on the Championship situation. Jean Todt, however, was more than pleased with the performance of young Mikaël Sundström in the Evolution 1 car.

Mikkola led for a short time before retiring with engine failure while Röhrl seemed happy with the new automatic gearbox until his spectacular roll in Wales.

driver didn't have long to wait before he was back in front and by SS46, Traquair, was leading Pond again by 3 seconds. Then, on the following Craik 1 stage, Pond slipped off the track, losing over a minute. "*I don't think I can do anything to beat the Lancias now. It's so slippery.*"

But that wasn't true. Two stages later, Kilburn Hill, Toivonen rolled. Luck was on the young Finn's side and the car landed on its wheels, losing very little time, but it did go to show that it was by no means all over yet. Mikael Sundstrom, who had recorded his first two fastest times in Kielder, was also caught out on the same stage. An icy patch at the end of a long, long straight surprised the Peugeot driver. He was left with the choice of trying to negociate the bend and risk rolling sideways into the tees or to go straight on down the bank. He opted for the latter and the Turbo 16 rolled end over end to end up ten metres down the bank. The accident damaged the radiator and the car lost all its water. Sundstrom and White were able to get the car out of the stage but the damage was done. On the final stage before a very welcome 7 hours rest at Carlisle, Airikkala suffered front suspension damage, losing a great deal of time and eventually going OTL. Carlsson and Brookes both punctured here but the Opel driver's steady comeback had taken him ahead of the two Mazda drivers and up into 8th place and only 18s behind Kaby. Alen was clearly treating the Kielder stages with a great deal of respect but still manaed to take fastest on four stages. Andrew Wood's efforts with the Group A Vauxhall Astra were paying off and he was now only 1m12s behind Jonsson whilst Brian Wiggins' Group N car was still way way ahead in his category.

Top Ten at Carlisle (after 51 stages) :
1. Alen/Kivimaki (Lancia Delta) 7h20m49s - 2. Toivonen/Wilson (Lancia Delta) 7h24m05s - 3. Pond/Arthur (MG Metro) 7h25m04s - 4.Eklund/ Cederberg (Audi Quattro) 7h43m24s - 5. Kankkunen/ Gallagher (Toyota Celica) 7h49m45s - 6. McRae/ Grindrod (Opel Manta) 7h58m03s - 7. Kaby/ Gormley (Nissan 240 RS) 8h07m31s -Brookes/ Broad (Opel Manta) 8h07m49s - 9. Millen/ Rainbow (Mazda RX7) 8h08m41s - 10. Carlsson/ Mellander (Mazda RX7) 8h09m49s.

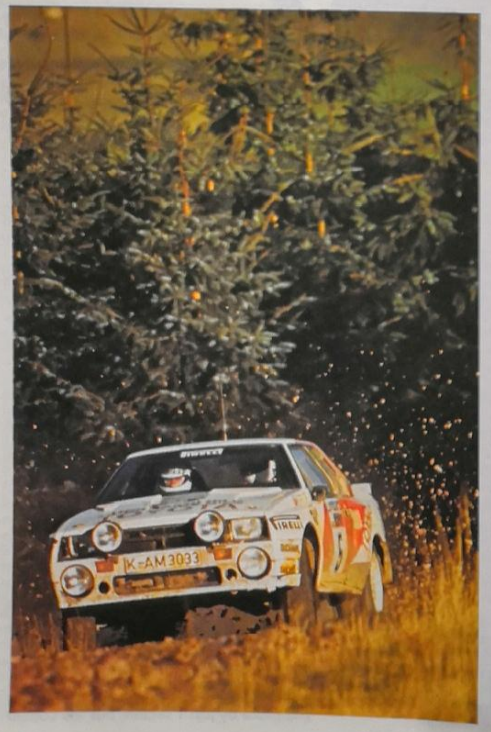
Seventytwo crews restarted from Carlisle for the final section of the event. They all knew it wasn't going to be easy since the conditions in Kielder had not changed since their first trip through there. The infamous tracks were very, very icy. Mats Jonsson threw away his Group A lead on SS53, Bewshaugh, when he slid off the road and lost some ten minutes or so and another victim on that stage was Kankkunen who went off, losing only one minute. However, the Toyota driver was soon to have a considerable effect on the final result.

Pond was applying pressure on Toivonen which meant that neither of the Lancia drivers could afford to relax, especially since Toivonen began to have problems with his transmission and was running on 2-wheel drive only. In Wark, Markku Alen made an error of judgement and his car slipped off the track. That would have been fatal if fellow Finn, Juha Kankkunen, had not stopped to help. With the Toyota driver's help, as well as that of about 20 spectators, the Lancia Delta was pushed back onto the stage, undamaged, and was able to finish. Toivonen was now leading the rally for the first time and only 1m49s separated the top three cars with Pond now back in second place. For many, Alen would have no problem getting back ahead of the Metro and a thumbs up sign at the end of SS 55, Rooken, reassured everybody that the car had not suffered. In fact, you only needed to look at Alen's time for Rooken: 32 seconds faster than Pond in only 12 km and in the most treacherous conditions that the RAC has witnessed in a long time. Surely the mark of a great driver. The fight was on.

By SS56, Alen was just 23 seconds behind Pond who, in turn, was only 41 seconds behind Toivonen. On the next stage, Alen had reduced that gap to 12 seconds, but then, on the final stage before the last rest halt at Carlisle, the Finn lost 21s to Pond and everything was back to square one. The following stages took crews through some of the Lakeland classics where conditions were also very bad. Brookes spun on Wythop,SS59, but Alen took 30s off Pond in under 5 km, leaving him only 3 seconds adrift of the Metro driver. Pond was heard to be complaing of a bad tyre choice which was also the reason given for the fact that Alen was 47s faster than the Brit on the 8 km stage of Comb!! The Lancias were now back in first and second positions although Toivonen was not having things entirely his way, despite recording fastest on Comb (a further 21s faster than his team-mate!). "*We had to change the gearbox after Comb,*" he explained, "*but now I think we have some trouble with the centre differential. That last stage was as slippery as hell but we did a good time and I enjoyed it. It was just very difficult getting up the hills with all that power and with only two wheels driving.*"

The next stages, Grizedale 1 & 2, have a reputation as often being turning points on the RAC and it was probably Pond's last chance of winning the rally. Jimmy McRae described them as "*the slippiest stages I've done in my whole career*" but, for once, nothing untoward occurred although Brookes ran into a herd of deer in the middle of Grizedale 1, hitting one of them. Toivonen's problems were solved so, for Pond, it was all over and he seemed happy to settle for third place. The Lancia Deltas had taken first and second places on their first World Championship outing. Per Eklund finished fourth and first private entry after a steady drive with his ageing A2 Quattro and Kankkunen, Alen's new friend, followed to take the 2-wheel drive category with the reliable Toyota Celica, ahead of McRae's Manta, Kaby's Nissan and Brookes'Manta. The two works Mazdas had a trouble free run and Millen and Carlsson rounded up the final top ten, just as they had done for much of the event.

Andrew Wood had no trouble in winning Group A with the Vauxhall Astra after Jonsson's off in Kielder and the Scot finished 8m20s ahead of the Opel driver. Third in Group A, and winner of the ladies' award, was Louise Aitken-Walker and her Peugeot 205 GTi. Louise was forced to keep an eye on Susanne Kottulinsky towards the end of the rally but was more than happy to finish, if only 1m15s ahead of the Swedish all-female, Volvo crew. As predicted, Brian Wiggins' Astra was supreme in Group N, winning the category by over an hour. 64 crews finished.



First of the two-wheel drive cars, Kankkunen's Celica.

TECHNICAL DATA

33rd Lombard RAC Rally
Date: 24th-28th November, 1985.
11th and last round of the World Rally Championship for Makes and 12th and last round of World Rally Championship for drivers.
Start: Nottingham.
Finish: Nottingham.
Route: 3530km, made up of 65 special stages, giving a total stage length of 900km. 4 stages were run on asphalt, 9 on mixed surfaces and 52 on gravel. Two stages were cancelled because of the icey conditions.
The rally was divided into two legs.
1st leg: Nottingham-Nottingham, via Worcester and Swansea, from Monday, 24th November 08:00 until Monday, 25th November 19:30. Total distance 1502km including 27 stages (405km).
2nd leg: Nottingham-Nottingham via Carlisle (twice), from Tuesday, 26th November 10:00 until Thursday, 28th November 15:15. Total distance 2025km including 38 stages (495km).
Starters: 155. **Finishers and classified:** 64.
Weather: Cold and drizzle on Sunday. Clear, cold and dry on Monday. Very cold with snow and ice on stages on Tuesday, Wednesday and Thursday.

PAST RESULTS

(Last ten editions)
1975: Makinen/Liddon (Ford Escort RS)
1976: Clark/Pegg (Ford Escort RS)
1977: Waldegaard/Thorszelius (Ford Escort RS)
1978: Mikkola/Hertz (Ford Escort RS)
1979: Mikkola/Hertz (Ford Escort RS)
1980: Toivonen/White (Talbot Sunbeam Lotus)
1981: Mikkola/Hertz (Audi Quattro)
1982: Mikkola/Hertz (Audi Quattro)
1983: Blomqvist/Cederberg (Audi Quattro)
1984: Vatanen/Harryman (Peugeot 205 T16)

MAIN RETIREMENTS

SS4: **Lord/Varley** (head-gasket). SS8: **Pitkanen/Mynott** (engine). SS9: **Ericsson/Billstam** (engine). SS12: **Vergnaud/Jouan** (engine). SS15: **Röhrl/Short** (accident). SS16: **Waldegaard/Thorszelius** (accident). SS20: **Grundel/Harryman** (accident). SS21: **Salonen/Harjanne** (engine). SS22: **Mikkola/Hertz** (engine). SS23: **Wilson/Harris** (engine). SS35: **Stuart/Goff** (rear axle). SS39: **Lovell/Davis** (roll). SS49: **Sundstrom/White** (roll). SS51: **Airikkala/McNamee** (suspension).

BEST RESULTS

	1	2	3	4	5	6	A	B
Alen	26	18	7	4	4	1	60	63
Toivonen	18	15	10	8	4	2	57	63
Pond	11	13	15	6	4	4	53	63
Salonen	5	6	1	2	—	2	16	20
Sundström	4	2	12	9	4	3	34	47
Grundel	3	4	4	2	1	1	15	19
Mikkola	3	—	5	5	3	—	16	20
Wilson	—	3	2	1	8	2	16	22
Eklund	—	1	4	2	17	9	33	63
Kankkunen	—	1	2	5	12	9	29	63
Kaby	—	—	1	4	1	2	8	63
Röhrl	—	—	1	—	2	2	5	14
McRae	—	—	—	3	4	3	10	63
Weber	—	—	—	2	3	2	7	63
Carlsson	—	—	—	2	1	—	3	63
Brookes	—	—	—	1	5	11	17	63
Millen	—	—	—	—	1	—	1	63
Wood	—	—	—	—	—	1	1	63
Collins	—	—	—	—	—	1	1	63
Haughland	—	—	—	—	—	1	1	63

A: Number of placings in first 6.
B: Number of special stages covered.

WORLD RALLY CHAMPIONSHIP (Makes)

(Results after eleventh and last round : Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes, San Remo and RAC. Best 7 results only taken into consideration.)

Peugeot	18	18	18	(6)	16	18	18	18	18	(16)	—	=	142	(164)
Audi	16	16	14	—	—	16	14	16	16	18	(12)	=	126	(138)
Lancia	8	16	—	—	—	—	—	—	14	14	18	=	70	
Nissan	—	—	4	14	—	12	8	12	—	—	6	=	56	
Toyota	—	—	10	18	—	—	—	—	6	—	10	=	44	
Renault	6	—	—	—	18	—	—	14	—	—	—	=	38	
VW	—	—	—	—	—	10	—	—	9	10	—	=	29	
Opel	—	4	—	12	—	—	—	—	—	1	8	=	25	
Porsche	—	—	—	—	14	10	—	—	—	—	—	=	24	
Mazda	—	6	—	—	—	14	—	—	—	—	2	=	22	
Ford	—	—	8	—	—	—	6	7	—	—	—	=	21	
Subaru	—	—	—	9	—	—	11	—	—	—	—	=	20	
Alfa Romeo	—	—	—	—	14	—	—	—	—	—	—	=	14	
Austin Rover	—	—	—	—	—	—	—	—	—	—	14	=	14	
BMW	—	—	—	—	9	—	—	—	—	—	—	=	9	
Chevrolet	—	—	—	—	—	—	—	—	9	—	—	=	9	
Talbot	—	—	—	—	8	—	—	—	—	—	—	=	8	
Citroën	4	—	—	—	—	—	—	—	—	—	—	=	4	

WORLD RALLY CHAMPIONSHIP (Drivers)

(Results after twelfth and last round : Monte Carlo, Sweden, Portugal, Safari, Corsica, Acropolis, New Zealand, Argentina, 1000 Lakes, San Remo, Ivory Coast and RAC. Best 7 results only taken into consideration.)

Salonen	12	(12)	20	(4)	—	20	20	20	20	15	—	—	127
Blomqvist	10	15	10	—	—	15	10	—	15	—	—	—	75
Röhrl	15	—	12	—	—	—	12	—	—	20	—	—	59
Vatanen	20	20	—	—	—	—	15	—	—	—	—	—	55
Kankkunen	—	—	—	20	—	—	—	—	—	—	20	8	48
Toivonen	6	—	—	—	—	—	—	—	10	12	—	20	48
Alen	—	—	—	—	—	—	—	—	12	10	—	15	37
Waldegaard	—	—	—	15	—	—	—	—	4	—	15	—	34
Kirkland	—	—	—	12	—	4	—	—	—	—	10	—	26
Eklund	—	8	—	—	—	—	—	—	6	—	—	10	24

11. Bruno Saby (F) and Massimo Biasion (I) 23, 13. Jean Ragnotti (F) and Shekhar Mehta (EAK) 20, 15. Alain Ambrosino (CI) 18, 16. Ingvar Carlsson (S) 16, 17. Wilfried Wiedner (A) 15, 18. Bernard Béguin (F), Carlos Reutemann (RA) and Tony Pond (GB) 12, 21. Werner Grissmann (A) 11, 22. Hannu Mikkola (SF), Rauno Aaltonen (SF) and Billy Coleman (EIR) 10, 25. Kalle Grundel (S), Erwin Weber (D), Yves Loubet (F), Saeed Al Hajri (Q), Malcolm Stewart (NZ), Ernesto Soto (RA), Dario Cerrato (I) and Eugène Salim (CI) 8, 33. Mikael Ericsson (S) 7; 34. Gunnar Pettersson (S), Jose Miguel (P), Bertrand Balas (F), Achim Warmbold (D), Reg Cook (NZ), Mario Stillo (RA), Alessandro Molino (I) and Jimmy McRae (GB) 6, 42. Dany Snobeck (F), Carlos Bica (P), Jean-Paul Bouguer (F), Inky Tulloch (NZ), Jayant Shah (EAK), Gianni Del Zoppo (I), Franz Wittman (A), Pierre Petit de Granville (CI) and Terry Kaby 4, 51. Jean-Claude Andruet (F), Santinho Mendes (P), Yasuhiro Iwase (EAK), Camille Bartoli (F), Georges Moschous (GR), Jorge Ortigao (P), Ashok Bordin (BR), Doic Dieval (CI) and Russell Brookes (GB) 3, 60. Mats Johnsson (S), Jorge Ortigao (P), Ashok Patel (EAK), Jean-Jacques Paoletti (F), Jim Donald (NZ), Federico West (U), Lars-Erik Torph (S) and Rod Millen (NZ) 2, 68. Maurice Chomat (F), Kenneth Eriksson (S), Pedro Leite Faria (P), Carlo Vitulli (EAK), Patrick Bernardini (F), "Stratissimo" (GR), Tony Teesdale (NZ), Luis Etchegoyen (U), Sebastian Lindholm (SF) and "Tchine" (MC) 1.

FOR THE RECORD

Rally: First time Nottingham used as base. Longer, tougher event with only one overnight halt.
Drivers: Toivonen's first World Championship win since the 1980 RAC. Malcolm Wilson's first WRC event with Austin Rover.
Cars: First World Rally Championship appearances for Lancia S4 and for ARG Metro 6R4. Audi No 4 features 6-speed automatic gearbox. European debut for Subaru Sport on WRC event. Last international rally outing for Ford Escort RS.

SUCCESSIVE LEADERS

SS1-SS13: **Alen.**
SS14-SS20: **Mikkola.**
SS21-SS53: **Alen.**
SS54-SS65 (finish): **Toivonen.**

FINAL RESULTS

1. Toivonen/Wilson (Lancia Delta S4) 9h 32m 05s (1st Group B)
2. Alen/Kivimaki (Lancia Delta S4) 9h 33m 01s
3. Pond/Arthur (MG Metro 6R4) 9h 34m 32s
4. Eklund/Cederberg (Audi Quattro A2) 10h 00m 35s
5. Kankkunen/Gallagher (Toyota Celica) 10h 10m 53s
6. McRae/Grindrod (Opel Manta 400) 10h 16m 01s
7. Kaby/Gormley (Nissan 240RS) 10h 24m 08s
8. Brookes/Broad (Opel Manta 400) 10 h 25m 50s
9. Millen/Rainbow (Mazda RX7) 10 h 29m 39s
10. Carlsson/Mellander (Mazda RX7) 10h 29m 57s
12. Wood/Nicholson (Vauxhall Astra) 10h 43m 18s (1st Group A)
20. Wiggins/Shepherd (Vauxhall Astra) 11h 42m 07s (1st Group N) etc...

1985 RALLY WORLD CHAMPIONSHIP

The Rally World Championship titles had already been decided by the 1000 Lakes Rally held in August. Peugeot's 205 Turbo 16 had clearly dominated its rivals up to that point and Timo Salonen, who joined Jean Todt's team at the beginning of the season, made the most of the opportunity he was being offered after Ari Vatanen's horrific accident on the Argentinian Rally.
As early as the 1984 Tour de Corse, when the 205 Turbo 16 made its first appearance on the international Rallying scene, there was no doubting that it would be the car to beat this season. Ari Vatanen scored victory after victory as from last year's 1000 Lakes Rally and it was a sign of things to come which no-one could refute.
Exceptionally well-structured and incredibly efficient, the Peugeot team confirmed their potential as first Vatanen and then Salonen won World Championship rounds. Competition from rival teams was never really worrying despite two African wins for the Toyota Celica (Safari and Ivory Coast), one for the Renault Maxi 5 Turbo (Tour de Corse) and one for the Audi Sport Quattro (San Remo). Next season, though, the opposition is putting up a strong defence to halt Peugeot's advance.
New challengers for next year include the new Lancia S4, the MG Metro and the Ford RS 200, not forgetting, of course, the new Evolution Audi which should enable the Ingolstadt factory to notch up a better results record than in 1985. The new 4-wheel Citroën BX 4 is expected to make its debut appearance on the Monte Carlo in the New Year, and should be considered as a strong outsider.
This new Group B contingent should be the last until the Group S ruling is applied which will reduce the number of cars required for homologation purposes from 200 to ten in 1987.

A HAPPY MAN

Timo Salonen had never really had competitive cars to rally until he was suddenly given the chance, which he seized, to forge himself the kind of reputation he deserves and the record to go with his talents. It didn't take him long to familiarise himself with the powerful 4-wheel drive Peugeot and then to guide it to one victory after another as his fellow country man, Ari Vatanen, had done before him. Vatanen's astonishing record was stopped when a particularly nasty shunt in Argentina put him out of action for long months. Timo Salonen finally clinched the "Jyvaskylan Suurajot", or the 1000 Lakes Rally, which he'd been hankering after for years and at the same time became the New Rally World Champion, as did his employer. Audi's season was disappointing, to say the least, although they scored a convincing win in Italy. The two-wheel representatives, Toyota and Renault, let rip in Africa and on tarmac.
A special mention for Juha Kankkunen (a national Junior Team graduate) who won the two non-stop marathons (approx. 5,000 km each) on the calendar.
Ari Vatanen's horrendous accident in Argentina aside, the world of Rallying bitterly regrets the tragic death of the Italian Attilio Bettega on the Corsican round.

IN PERSPECTIVE

Slowly but surely, Rallying is establishing itself a name of good repute especially as numerous constructors come (or return) to swell the ranks. The International Sporting Body has voted new rules (Group A Championship, participants must take part in at least 8 rounds, only ten cars required to homologate a new model, etc) which means that Rallying is at last arresting the international media interest it deserves. As in Formula One, however, the main task of those responsible is to find an acceptable method of reducing power output of the cars to curtail the risks...

1985 RESULTS

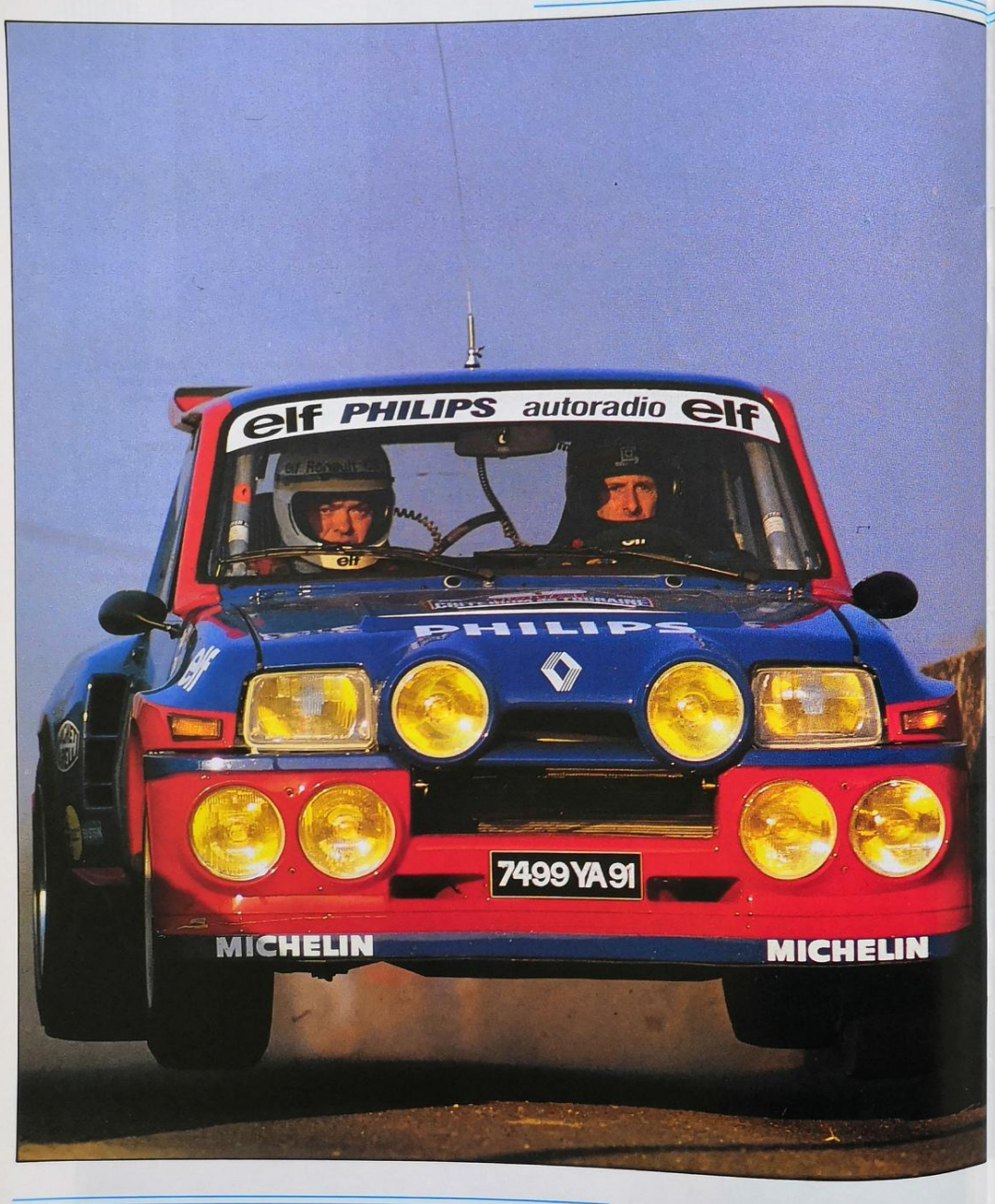
RALLY	DATES	ROUTES	PARTICIPANTS	SUCCESSIVE LEADERS	SS BEST RESULTS	WINNERS
MONTE CARLO (53rd) M + D	January 26/ February 1	2,955 km/SS: 34-860.7 km	Entries: 131 Starters: 117 Finishers and classified: 69	SS1: Vatanen / SS2-SS8: Röhrl / SS9-SS18: Vatanen / SS19-SS26: Röhrl / SS27-SS34: Vatanen	Vatanen: 21; Röhrl: 5; Toivonen: 3; Biasion: 3; Saby 1	1. Vatanen/Harryman (Peugeot 205 T16) 10h 20m 49s.
SWEDEN (35th) M + D	February 15/17	1.615 km/SS: 29-513.8 km	Entries: 148 Starters: 115 Finishers: 57 Classified: 56	SS1: Blomqvist and Vatanen / SS2-SS29: Vatanen	Vatanen: 16; Blomqvist: 10; Salonen: 7	1. Vatanen/Harryman (Peugeot 205 T16) 4h 38m 49s
PORTUGAL (19th) M + D	March 5/9	2,455 km/SS: 47-730.5 km	Entries: 109 Starters: 94 Finishers and classified: 28	SS1-SS2: Röhrl / SS3-SS7: Biasion / SS8-SS11: Röhrl / SS12-SS20: Biasion / SS21-SS40: Röhrl / SS41-SS47: Salonen	Röhrl: 23; Biasion: 12; Salonen: 8; Blomqvist: 5; Vatanen: 3	1. Salonen/Harjanne (Peugeot 205 T16) 8h 07m 25s
SAFARI (33rd) M + D	April 4/8	5,197 km/99 TC (no SS)	Entries: 79 Starters: 71 Finishers and classified: 20	TC 2: 61 cars with no penalty points / TC3: 14 cars / TC4-5: 12 cars / TC6-TC9: Alen / TC10-TC17: Bettega / TC18-TC39: Waldegaard / TC40: Weber / TC41: Weber + Aaltonen / TC42-TC81: Aaltonen / TC82-TC92: Weber / TC93-TC99: Kankkunen		1. Kankkunen/Gallagher (Toyota Celica TC Turbo) 318 pts
CORSICA (29th) M + D	May 2/4	1,603 km/SS:30 - 1.122 km	Entries: 147 Starters: 139 Finishers: 46 Classified: 45	SS1-SS30: Ragnotti	Ragnotti: 17; Vatanen: 10; Saby: 2	1. Ragnotti/Thimonnier (Renault Maxi 5 Turbo) 12h 54m 15s
ACROPOLIS (32nd) M + D	May 27/30	1,870.5 km/ SS: 47 - 807.7 km	Entries: 116 Starters: 110 Finishers and classified: 45	SS1-SS47: Salonen	Blomqvist: 29; Salonen: 20	1. Salonen/Harjanne (Peugeot 205 T16) 10h 20m 19s
NEW ZEALAND (15th) M + D	June 29/July 2	2,487 km/SS: 48 - 942 km	Entries: 72 Starters: 67 Finishers and classified: 39	SS1: Salonen / SS2: Blomqvist / SS3-SS16: Röhrl / SS17: Salonen; SS18: Röhrl / SS19-SS48: Salonen	Vatanen: 17; Salonen: 16; Röhrl: 10; Blomqvist: 7	1. Salonen/Harjanne (Peugeot 205 T16) 8h 29m 16s
ARGENTINA (5th) M + D	July 30/August 3	2,614.7 km/SS: 23 - 956 km	Entries: 151 Starters: 138 Finishers: 40 Classified: 39	SS1: Vatanen / SS2-SS23: Salonen	Salonen: 12; Wiedner: 6; Blomqvist: 3; Reutemann: 1; Vatanen: 1	1. Salonen/Harjanne (Peugeot 205 T16) 10h 04m 33s
1000 LAKES (35th) M + D	August 23/25	1,407.7 km/SS: 50 - 458 km	Entries: 188 Starters: 176 Finishers and classified: 83	SS1-SS4: Salonen / SS5-SS11: Alen / SS12-SS50: Salonen	Salonen: 20; Blomqvist: 16; Mikkola: 7; Alen: 5; Toivonen: 5; Grundel: 2	1. Salonen/Harjanne (Peugeot 205 T16) 4h 10m 35s
SAN REMO (27th) M + D	September 30/ October 4	2,340 km/SS: 45 - 703 km	Entries: 103 Starters: 98 Finishers and classified: 33	SS1: Salonen + Röhrl / SS2: Röhrl + Saby / SS3: Röhrl; SS4: Saby / SS5-SS45: Röhrl	Röhrl: 29; Toivonen: 7; Salonen: 7; Saby: 2	1. Röhrl/Geistdorfer (Audi Quattro S1) 7h 10m 10s
IVORY COAST (17th) D	October 30/ November 3	4,193 km/72 TC (no SS)	Entries: 58 Starters: 50 Finishers and classified: 8	TC1-TC2: Many cars with no penalty points / TC3-TC4: Mouton, Waldegaard, Kankkunen, Kirkland, Ambrosino, Assef / TC51: Waldegaard, Kankkunen, Ambrosino / TC6: Kankkunen / TC7-TC12: Kankkunen + Mouton / TC13-TC17: Kankkunen		1. Kankkunen/Gallagher (Toyota Celica Twin Cam Turbo) 4h 46m
RAC (33rd) M + D	November 24/28	3,530 km / SS: 65 - 900 km	Entries: maximum 150 Starters: 155 Finishers and classified: 64	SS1-SS13: Alen / SS14-SS21: Mikkola / SS21-SS54: Alen / SS55-SS65: Toivonen	Alen: 26; Toivonen: 15; Pond: 8; Salonen: 5; Mikkola: 4; Grundel: 3; Sundström: 2	1. Toivonen-Wilson (Lancia Delta S4) 9h 32m 05s

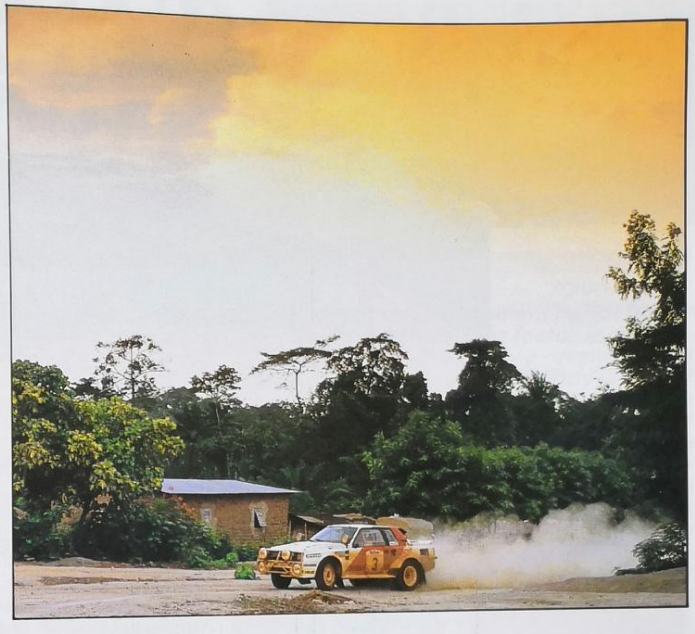
M = Makes' Championship D = Drivers' Championship

A trying season for Audi Sport who only managed to win the San Remo round this season, thanks to Walter Röhrl.

First there was Vatanen and then there was Salonen. By the end of August, Peugeot's 205 Turbo 16 was already World Champion. Timo Salonen's win at the 1000 Lakes gave him his first World Crown.

Trouble all year for the Scuderia Lancia (below right) and their ageing 037 which was replaced by the 4-wheel Delta for the RAC Rally.

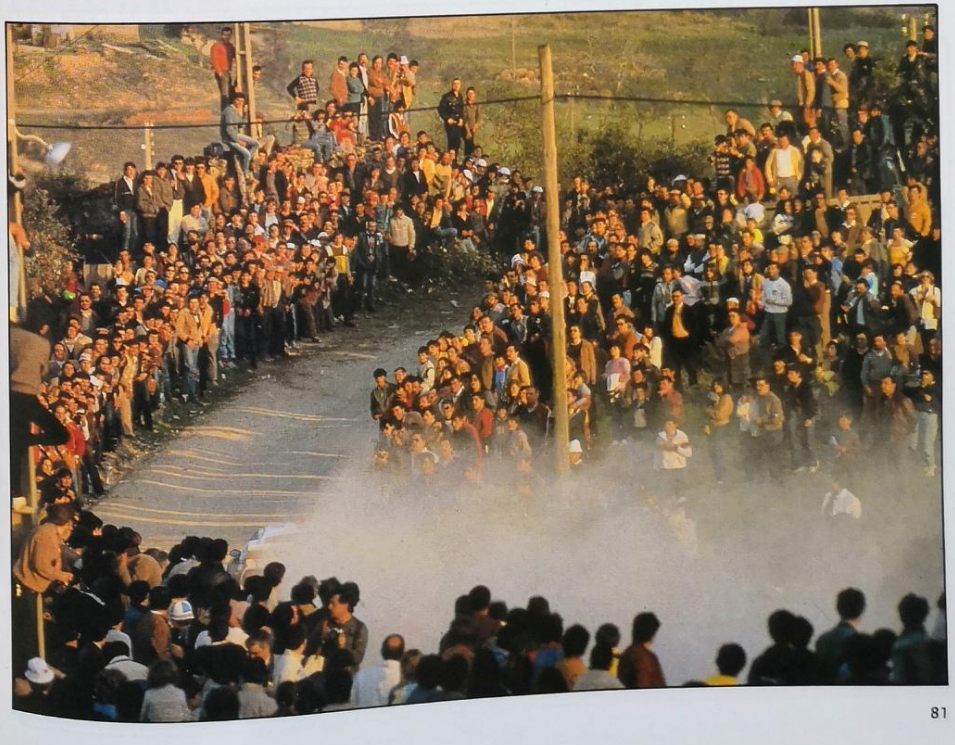




Renault Sport only took part in a few World Championship rounds but Rean Ragnotti drove the Maxi 5 Turbo to victory on the Tour de Corse (left).

A brilliant African campaign for the Toyota Celica Turbo. Juha Kankkunen, a new up and coming star from the North, was victorious on both the Safari and the Ivory Coast (above right).

More spectators than ever turned up to form "human tunnels" alongside the World Series special stage routes (below right).



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GRAND PRIX

FORMULA 1 POWERBOAT WORLD SERIES

by Zoe Trumper Photos Pro One

By the time this magazine is on the newsstands, the final Grand Prix in the Champion Spark Plug F1 World Series will have been completed, over 750,000 US dollars will have been handed out in prize money and a total of over 30,000 miles will have been covered by these spectacular catamarans — and that doesn't include the travelling between races.

It's the obvious time to sit back and mull over how it all went. But there's no time. With the new season starting in March next year, boat designer Cees van der Velden has already designed his new safety cockpit for the 1986 season. Chris Hodges has started construction on his new boats, and as for the Bullen Racing Team — they already have a brand new boat going through a vigorous test programme. The one we don't hear from — who does? — is the elusive Renato Molinari. The Italian maestro has had a disappointing and expensive season in terms of boats and we do know that he has returned to the drawing board a) to design stronger boats which will be able to handle the rougher courses they have encountered this year and b) to integrate a safety capsule, a development he has finally admitted is a definite plus factor in safety.

Powerboat racing may only recently have become accustomed to the heady world of big sponsorship, international television coverage and fully professional teams, but just like in all motor racing the off-season is always the time for spreading a bit of gossip. Which drivers will be moving? Which teams will have the sponsorship to attract the hottest drivers? And something that is creating most interest, which of many talented drivers in Formula 2 will be offered a ride in the top class? But before any team is going to sign up drivers, new or otherwise, they are going to make sure of their financial support, and there are some existing names going through board meetings right now. Champion Spark Plugs, Peter Stuyvesant, Johnson-Evinrude, Denim, Benson & Hedges, Castrol, Nashua, Philip Morris, Olivetti and Longines to name but a few. Watch out motor racers, powerboat racing is rapidly becoming a commercial viable proposition for every company who wants to be associated with a fast, spectacular and glamorous sport.

The pack of Formula 1 catamarans blast away for an action-packed Grand Prix in Sacramento earlier this year.

Italian daredevil Enrico Vidoli thrills the crowds with his agressive tactics.

Renato Molinari, back for just one more Grand Prix, to the delight of his homecrowd in Milan (left)

Bob Spalding, the man who truly turned his back on retirement

Arthur Mostert, his first Grand Prix win under his belt this year, and heading for greater things (left)

Ben Robertson, the American who looked so hot half way into the season but just couldn't keep up with the pace

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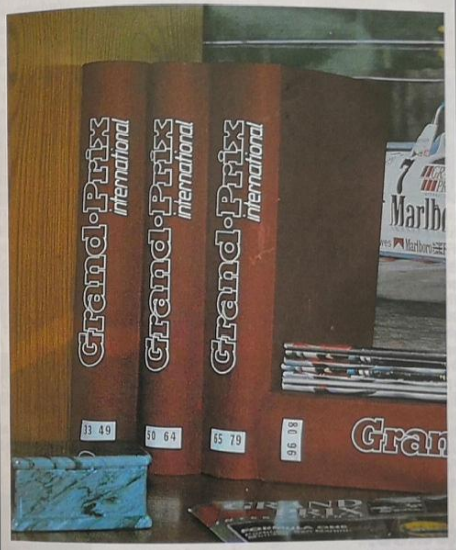

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GRRRR! THAT MAN!!

Dear GPI,
As a Grand Prix follower for many years, we are very lucky here in Australia to have an excellent coverage of each race live on television courtesy of the Nine Network. Also to be able to see the cars finally in our own Australian Grand Prix. But, it seems, we might not have a race for much longer due to the senseless actions of the FISA President Balestre. How can anyone sit back and let this man destroy the best motor racing in the world. Balestre keeps coming up with these stupid ideas to slow the cars down and yet drivers are still breaking lap records. The fuel regulations saga has turned Formula 1 into an economy run. No longer are we seeing drivers racing to finish first, but to finish in the top six, just to gain points. That's just not Formula 1.
Finally with these new regulations proposed for 1987 we look like losing one the great teams of Formula 1, Ferrari. We will already be losing Renault at the end of this season. When will this man Balestre come to his senses and see he is destroying the world's best motor racing, or will someone do something about it for the sake of all motor sport enthusiasts. Let's keep Formula 1 as Formula 1 should be... Motor Racing
Barry Warriner
33 Jindabyne Street
Frenchs Forest
Australia

CUCKOO! DEAR GPI

Grand Prix Motor Racing is essentially supported and financed world-wide by its millions of enthusiasts. Without this support, the sport would soon cease to exist, and as such, both teams and drivers should pay them more respect in return.
The drivers and the teams pay their sponsors great respect in order to ensure their sponsorships are kept safe. The sponsors pay dearly to advertise on these cars and the drivers' clothing. So where may I ask, do they in turn receive their finances to allow them to do this. From the Public, that is where. The Public who buy their cigarettes, their cameras, their clothing, their sportswear, their oils, their tyres, etc., etc., etc. So would teams and drivers please remember that and be a little kinder to their ever faithful followers. What does it cost for a driver to be seen by the Motor Racing Public during a pit walk about. Not a great deal I am sure. But for the Racing fans, being able to get a close-up photograph of their favourite team drivers means a great deal indeed.
Pamela Myers
7 Coilerne Rd,
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BEEB, BEEB

Dear GPI,
A word of thanks to your correspondent D.J. Wadsworth [GPI No 97] for his kind invitation to submerge me in more paperwork at the Beeb. Yes, it would be good to show all Grands Prix in toto but we aren't into cable and there is other sport about on Sundays. We're not to blame when the Belgian Grand Prix is re-scheduled for Ryder Cup day, or the Austrian clashes with the Europa Cup athletics from Moscow. There are priorities, alas some of the people are pleased none of the time. Races have to be potted or curtailed occasionally but the service does provide highlights at night for those who may have been "macerating" in the afternoon.
I think it fair to say that motor sport is served fairly well by BBC Sport and we are suitably grateful to the providers.
Please Grand Prix International readers, sit where you are and keep watching.
John Philips
BBC "Grandstand"
London

MURRAY WALK-ABOUT

Dear GPI,
Whilst looking through the pages of GPI No 97 my attention was caught by the pit lane photograph on page 39 taken at the Monza GP this summer.
Look more closely at the man wearing the white shirt, blue shorts, (and very little on top), half way up on the left hand side, upstaged by a Skoal Bandit man. Could it be Murray Walker? from the Beeb?
Paul Rushworth
2 Minster Ave
York

Yes, ideed it is! Murray paces up and down pit lane throughout the three-day GP period. He watches everything that happens and likes to chat with the teams. This is one of the reasons why his commentaries are always so interesting and informative. Keep truckin' Murray!

The production editors reserve the right to modify correspondence without notice. We do not necessarily agree with readers' views expressed in these columns.

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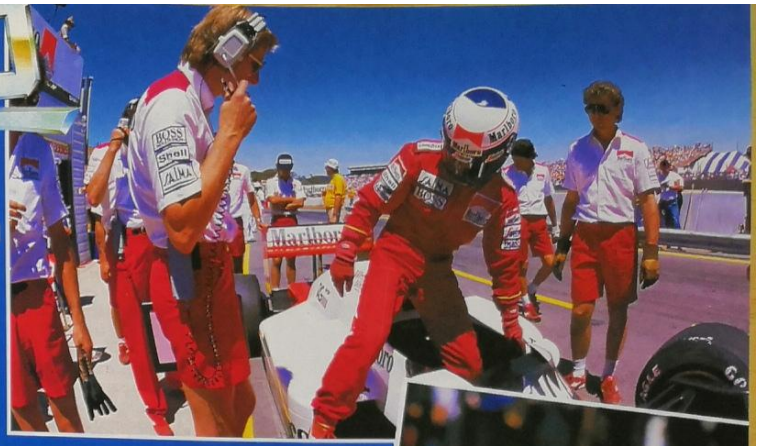

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